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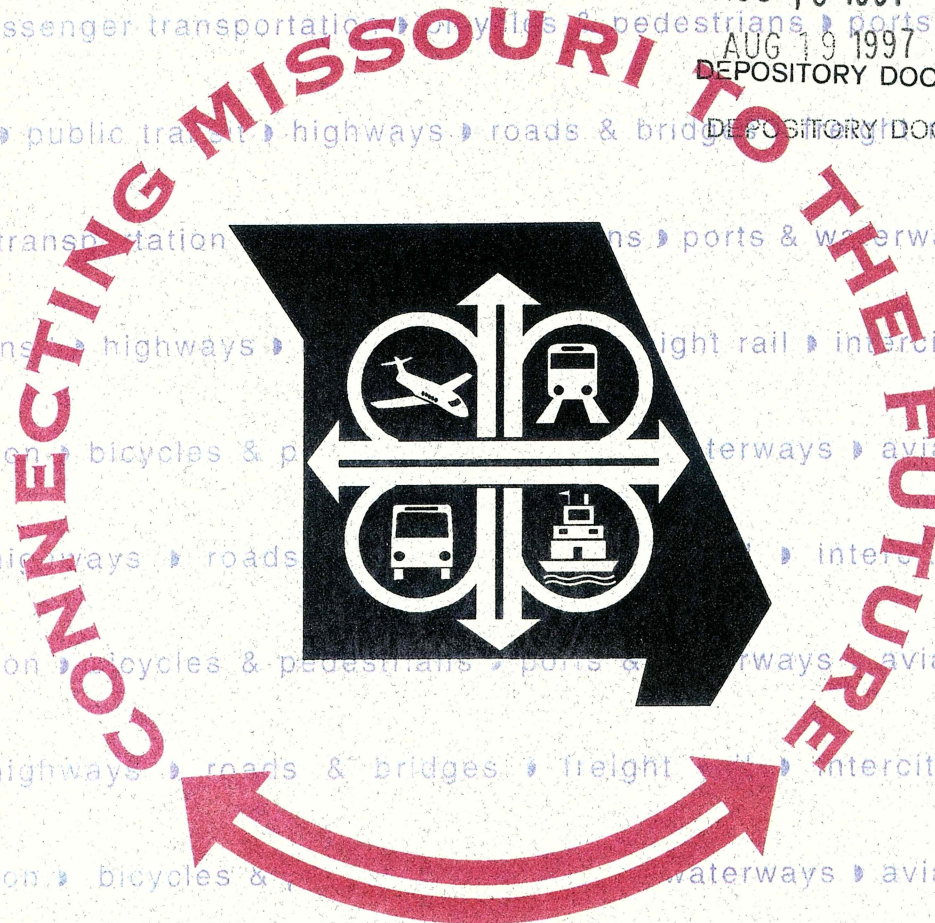
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The Total Transportation Commission's Multimodal Transportation Plan



July 1997



Total Transportation Commission of Missouri

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Missouri Transportation &
Development Council

David Shorr
Dept. of Natural Resources

Danny Staples
State Senator

July 24, 1997

The Honorable Mel Carnahan
Governor
The State of Missouri
Capitol Building - Room 216
Jefferson City, Missouri 65101

Dear Governor Carnahan:

On behalf of the members of the Total Transportation Commission of Missouri, we are pleased to present to you the commission's final report, Connecting Missouri to the Future. This report delivers a vision for the future of transportation in Missouri and a prudent method by which to deliver that vision.

Over the past year, the Total Transportation Commission listened to citizens across the state to learn about everyday transportation issues that face them, and how transportation could make Missouri a better place - for all Missourians - to live. We also heard from business people, economic developers, community leaders, elected officials, environmental organizations, representative of special needs and a host of others with concerns about the future of transportation in our state.

The report's major concerns are the importance of transportation in Missouri's future quality of life and economic competitiveness. It examines these concerns within the context of the fiscal responsibility and accountability of the agencies that implement transportation policies. The report recommends steps to achieve the commission's transportation vision and to increase the effectiveness of the implementing agencies.

The members of the Total Transportation Commission thank you for the honor of serving the people of Missouri. Through our work we have learned that if we meet the challenges of transportation growth with wisdom, we have an unparalleled opportunity to increase the measure of economic and personal well-being for every Missourian.

Sincerely,

S. Lee Kling
S. Lee Kling
Chair

Stephen Bradford
Stephen Bradford
Co-Chair

c: Members of the Total Transportation Commission of Missouri

COMMISSION MEMBERS

TOTAL TRANSPORTATION COMMISSION OF MISSOURI VOTE ON APPROVAL OF FINAL REPORT

S. Lee Kling, <i>Chair, Highway and Transportation Commission</i>	Yes
Steven C. Bradford, <i>Co-Chair, Tri-County Group XV</i>	Yes
James B. Anderson, <i>Springfield Chamber of Commerce</i>	Yes
Harriet Beard, <i>Highway Corridor Group</i>	Yes
Richard E. Beumer, <i>Sverdrup Corporation</i>	Yes
Joan Bray, <i>State Representative</i>	Yes
Christopher J. Brescia, <i>Midwest Area River Coalition 2000</i>	Not Present
Richard T. Bruening, <i>Kansas City Southern Industries</i>	Not Present
George Burruss, <i>Missouri Motor Carriers Association</i>	Yes
Donnie Cox, <i>Caldwell County Commissioner</i>	Not Present
Elise Crain, <i>Crain Enterprises</i>	Yes
Edward D. Douglas, <i>Highway and Transportation Commissioner</i>	Yes
Joseph L. Driskill, <i>Department of Economic Development</i>	Yes
Joseph T. Fahey, <i>J.M. Fahey Construction</i>	Yes
Jo H. Frappier, <i>Missouri Chamber of Commerce</i>	Yes
Edna Freeman, <i>Missouri Council of the Blind</i>	Yes
Estil Fretwell, <i>Missouri Farm Bureau Federation</i>	No
Samuel B. Graves, <i>State Senator</i>	No
Richard Hanson, <i>Office of Administration</i>	Yes
Michael L. Hartmann, <i>Governor's Office</i>	Yes
Peter Herschend, <i>Silver Dollar City, Inc.</i>	Yes
Bob Holden, <i>State Treasurer</i>	Yes
Richard E. Hrabko, <i>Spirit of St. Louis Airport</i>	Yes
Don Koller, <i>State Representative</i>	Not Present
Gil Langlely, <i>Missouri Public Transit Association</i>	Yes
Pamela A. May, <i>Camden County Auditor</i>	Yes
Ronald L. McLinden, <i>Sierra Club</i>	Yes
Joseph A. Mickes, <i>Missouri Department of Transportation</i>	Yes
David Mitchem, <i>Department of Labor and Industrial Relations</i>	Yes
Michael J. Right, <i>AAA-Auto Club of Missouri</i>	Yes
Jewel D. Scott, <i>Civic Council of Greater Kansas City</i>	No
Barry L. Seward, <i>Missouri Transportation and Development Council</i>	Yes
David A. Shorr, <i>Department of Natural Resources</i>	Yes
Danny Staples, <i>State Senator</i>	Not Present



TOTAL TRANSPORTATION COMMISSION OF MISSOURI

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“Connecting Missouri to the Future” outlines the recommendations of the Total Transportation Commission, which was appointed in July, 1996, by Governor Mel Carnahan. The commission was established to develop a comprehensive plan for transportation, analyzing Missouri’s existing transportation system and identifying future system improvements. The recommendations of the commission reflect the goals of the governor to create a transportation system which enhances the quality of life for all Missourians, enables the state to be a transportation hub on regional, national and international scale, and recognizes fiscal responsibility and accountability as a necessary component of all transportation planning decisions.

Analysis of Existing Transportation Conditions

Missouri’s existing infrastructure is extensive, including the sixth largest highway system, the second and third largest rail terminals in the nation, two major navigable rivers and two international airports. While Missouri’s infrastructure is impressive, careful planning will be necessary to preserve and expand the system to assure it will meet the needs of the future, and support Missouri as a regional, national, and international transportation hub.

One of the factors considered in the commission’s analysis of the existing transportation system was the evolution of the transportation system. Recent transportation milestones that were examined include the 1987 Proposition A ballot measure, the 15-Year Plan for roads and bridges, and 15-year statewide transportation plans for aviation, railroads, waterways, and public transportation. Another consideration in the analysis of the existing transportation system was the identification of problems. Recognizing existing and anticipating future problems is critical to assuring that the future transportation system meets the needs of Missourians. The problems Missouri currently faces include aging transportation infrastructure,



Identify Future Transportation System Improvements

insufficient transportation safety, dependence on the automobile and limited modal choices in many parts of the state, growing public transit needs, and the need for transportation facilities to serve a rapidly changing economic environment. Recognizing and understanding the cause of existing problems is the first step toward correcting them.

In order to realize Missouri's transportation goals and its future as a transportation hub, careful planning and policy guidance is needed. A transportation vision was developed to provide an integrated picture of the future transportation needs in Missouri.

The transportation vision and the strategies and actions to meet this vision were developed based on four key strategic considerations: examination of the existing transportation plans and needs for each transportation mode, identification of key transportation corridors in the state, results of studies by transportation experts, and public input provided by citizens, businesses, and other stakeholders throughout the state.

Transportation Vision

The Total Transportation Commission has developed a vision statement to reflect the objectives for Missouri's transportation system: *Missouri will have a first-class, total transportation system, which allows the state to be a regional, national and international hub of economic activity, and which enhances the daily quality of life for all Missourians.* This vision highlights three principal goals for the transportation system: to enhance the quality of life, to provide the means for Missouri to foster a competitive economy, and to promote fiscal responsibility and accountability by implementing agencies.

Guiding principles were identified to support both of these goals.

- To support the quality of life, mobility and accessibility and safety must be enhanced, and the transportation system must preserve the environment and conserve energy.
- To support a competitive economy, the existing transportation system must be preserved, and transportation infrastructure must support economic development and efficiency.

The principle of fiscal responsibility and accountability underlies all strategies and actions. Policies and planning in support of both of these goals are also important for successful implementation.

Realization of the transportation vision would improve the quality of life and the state's competitive economy, and it would also result in numerous other benefits for Missouri, including safety benefits, personal mobility benefits, freight movement benefits, environmental and energy benefits, and community and land use benefits.

ANALYSIS OF NEEDS AND RESOURCES

A general assessment of needs was conducted for each transportation mode in Missouri. This analysis included an assessment of needs for each mode, an estimate of existing resources to meet those needs, and an analysis of the difference between the resources needed and the existing resources, termed the resource gap.

Transportation Needs

The needs assessment for each mode was initiated by examining and validating existing transportation plans. The needs assessment also included cost estimates for planned projects and a comparison with other states' programs.

Investment needs were estimated to reflect two levels of improvement commitment. The first estimate represents funding to meet 85 percent of the previously identified needs over a 16-year period. The second estimate represents funding to meet 100 percent of the previously identified needs over a 20-year period. The expected investment needs are shown in the following table.



Investment Need in Millions of Dollars

	Capital		Operating		Total	
	16 years	20 years	16 years	20 years	16 years	20 years
	85%	100%	85%	100%	85%	100%
Aviation	266.7	346.7	--	--	266.7	346.7
Highways	21,739.7	28,252.8	--	--	21,739.7	28,252.8
Ports and Waterways	115.9	150.6	--	--	115.9	150.6
Public Transit	3,301.0	4,290.0	4,366.2	5,964.4	7667.2	10,254.4
Freight Rail	28.0	30.9			28.0	30.9
Intercity Passenger Transportation	24.1	26.7	146.6	235.2	170.7	261.9
Total	25,475.5	33,097.6	4,512.7	6,199.6	29,988.2	39,297.3

Transportation Resources

The existing transportation resources, including capital and operating assistance, were estimated over 16- and 20-year periods for each transportation mode. Although funding sources vary for each mode, they may include federal aid, state funding from fuel taxes and general revenue, and local assistance. Estimated transportation resources are shown in the following table.

Transportation Resources in Millions of Dollars

	Capital		Operating		Total	
	16 years	20 years	16 years	20 years	16 years	20 years
Aviation	84.7	108.3	--	--	84.7	108.3
Highways	11,424.0	14,477.0	--	--	11,424.0	14,477.0
Ports and Waterways	23.2	30.1	--	--	23.2	30.1
Public Transit	2,254.6	2,911.6	3,813.9	5,281.1	6,068.5	8,192.8
Freight Rail	14.0	15.5	--	--	14.0	15.5
Intercity Passenger Transportation	3.0	4.0	74.0	80.0	77.0	84.0
Total	13,803.5	17,546.5	3,887.9	5,361.1	17,691.4	22,907.6

Resource Gap

The difference between the anticipated investment needs and the estimated available funding, termed the resource gap, is shown in the following table. Planning for facilities and funding must be ongoing to reflect the changing needs.

Transportation Resource Gap in Millions of Dollars

16-Year Scenario 85%				
	Capital	Operating	Total	Annual Average
Aviation	\$ 182	\$ --	\$ 182	\$ 11
Highways	10,316	--	10,316	645
Ports and Waterways	93	--	93	6
Public Transit	1,046	552	1,598	100
Freight Rail	14	--	14	1
Passenger Rail	21	73	94	6
Subtotal	11,672	625	12,297	769
Contingency			615	38
Total at 85%			\$12,912	\$ 807
20-Year Scenario 100%				
	Capital	Operating	Total	Annual Average
Aviation	\$ 238	\$ --	\$ 238	\$ 12
Highways	13,776	--	13,776	689
Ports and Waterways	120	--	120	6
Public Transit	1,378	683	2,061	103
Freight Rail	16	--	16	1
Passenger Rail	23	155	178	9
Subtotal	15,551	838	16,389	820
Contingency			819	41
Total at 100%			\$17,208	\$ 861

**Transportation
Planning
and
Programming
Model**

A transportation planning and programming model was developed to provide a starting point for an on-going, long-term transportation planning and implementation program. Ideally, this process would ensure a consistent long-range vision that would be ultimately met through the strategic implementation of individual projects. The recommended transportation planning and development cycle includes a 20-year long range



framework, a 10-year program of priorities, a 5-year program of projects, and an annual element. This model provides a framework for planning for all transportation modes.

TRANSPORTATION STRATEGIES

A number of transportation strategies and supporting actions were identified to improve transportation in Missouri. These strategies and actions will enhance the quality of life in Missouri and foster Missouri's competitive economy. Strategies were identified in support of each of the guiding principles and associated issues. The strategies and actions are the commission's recommendations to the planning partnership of transportation users, local planning agencies, private industry, and government agencies, on methods of developing a multimodal transportation system.

RECOMMENDATIONS AND CONCLUSIONS

Financing Options

A number of funding sources and financing options were evaluated by the commission. Evaluation considered a number of objectives, including ability to meet transportation needs, stability of funding revenue, growth in revenues, equity among citizens, and keeping Missouri financially competitive with other states.

The primary financing proposal consists of the following major points.

- Continue with a **"pay-as-you-go"** program for funding transportation improvements and services.
- **Increase the general state sales tax by one percent** and dedicate the revenues to transportation.
- **Eliminate the year 2007 sunset provision on the 1992 six-cent gasoline tax.**
- Implement new methods of collecting bulk fuel taxes to **reduce fuel tax diversion.** (This would generate approximately \$9 M in 1999)

- Require **local communities to maintain existing levels of support** for transportation activities to qualify for state funding.
- MoDOT should **reallocate a portion of administration and maintenance budgets** to construction in FY 1999.
- **Five percent of new revenues should be set aside for economic development** projects.

In addition to this proposal, the commission recommends modification of the existing State Infrastructure Bank to provide more innovative financing tools, and implementation of alternative financing methods, such as toll facilities and the infrastructure bank, to provide a revolving loan fund to accelerate projects and address new needs.

The commission also makes a number of recommendations to transportation agencies. These recommendations include the following.

- An ongoing process for the review of existing plans.
- Identification of specific activities to control MoDOT costs, such as utilization of management competition and outsourcing.
- Actions to support MoDOT budget reforms, such as implementation of budgeting procedures that are equivalent to those required of other state agencies.
- Implementation of standard planning processes to facilitate plan implementation and accountability for plan implementation.

The implementation of the commission's recommendations will result in a number of benefits, including safer and more convenient travel, additional transportation options, a reduction in congestion, and improved efficiency in freight transportation. The improvements to the transportation system will enhance the quality of life for Missouri's citizens, and contribute to economic development in the state.

The Total Transportation Commission recognizes that transportation is more than the movement of people and goods. Transportation affects every facet of life: where people live, where people work, the kind of work that is available, the



accessibility of education and medical care, and the list is ongoing. The Total Transportation Commission recommends the development of a multimodal transportation system to meet these existing needs, as well as the future needs of all of the people and businesses in the state of Missouri.

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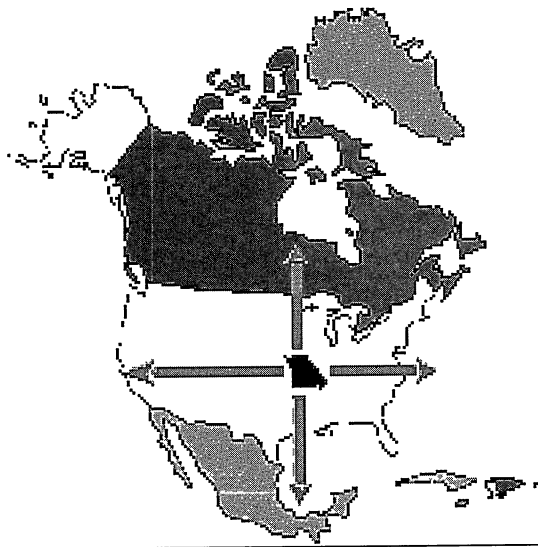
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In July 1996, Governor Mel Carnahan established the Total Transportation Commission to develop a comprehensive plan analyzing Missouri's existing transportation system and identifying improvements necessary to enhance Missouri's potential for economic growth. This plan reflects the goal of the governor to create a first-class, interconnected transportation system which enhances the quality of life for all Missourians and which enables the state to be a regional, national and international hub of economic activity.

Never before has the state taken on such an important, extensive task for transportation - recommending the expansion of a system to address every citizen's mobility needs and every mode of transportation, plus safety, policies and planning, economic development and environmental concerns. This is a significant milestone in the history of the state of Missouri. This is the first step in creating an efficient, seamless system of transportation that will connect Missouri to the future.



After comprehensive study of the social, economic, safety, financial, technical and environmental issues related to a total transportation system, the commission has developed a planning framework. The commission's recommendation is thorough in scope, and identifies strategies and actions to guide policy decisions and future project selection. The framework allows for cooperation in the transportation decision process among government agencies, individuals and local planning organizations, and explores funding resources for every mode. But most importantly, this planning framework emphasizes accountability for projects, creativity in project selection, and responsibility in the financial aspects of project implementation.



This planning framework of the Total Transportation Commission articulates both the needs and aspirations of Missourians. Their needs, and especially their aspirations, have evolved out of a decade or more of studies and planning processes, which have included:

- The 1987 Proposition A ballot measure in which the electorate approved a four-cent increase in the state motor fuel tax to fund a highway construction program.
- The “Unfunded Needs Study” of 1989 which outlined highway needs not covered by the 1987 tax increase.
- The “Missouri Total Transportation Plan” prepared for the Missouri Highway and Transportation Commission in 1991 which presented a comprehensive view of transportation.
- The “15-Year Plan” for roads and bridges, implemented through a phased six-cent increase in the state motor fuel tax passed by the General Assembly in 1992.
- The “Total Transportation Plan for Aviation, Railroads, Waterways” prepared in December 1992, was a 15-year plan for modes other than highways.
- “Public Transportation, A Plan for the Future: A 15-Year Program,” prepared in December 1992, was a 15-year plan for public transportation.
- The “Show-Me Transportation” long-range plan prepared in 1995 by MoDOT. This plan was a policy document that met the requirements of the Intermodal Surface Transportation Efficiency Act of 1991.
- The 1995 “Missouri Rail Plan Update,” prepared by MoDOT.

Each of these efforts has laid part of the foundation for the work of the Total Transportation Commission. This planning framework respects and embraces the essence of these earlier studies and plans while taking into account changing circumstances, both within our own state and in the national and global economies.

The public involvement activities of the commission's work reflects the commission's understanding that this plan must result in a transportation system that will recognize the diversity of transportation needs of individual Missourians and in different areas of the state.

There has never been a better opportunity than 1997 for developing a comprehensive, interconnected transportation system for the state of Missouri. What follows is an overview of how the commission arrived at its recommended planning framework that will shape the future of Missouri's transportation decisions and transportation systems.

"If Missouri's strong economy is to continue, we must pay particular attention to our transportation needs," stated Governor Carnahan. "Our road, port, airport, rail, urban and rural transit systems are vital parts of our commerce and everyday life. It is essential that we develop an effective, well-planned strategy to make the most of our transportation resources. We must ensure that they are coordinated, and identify any improvements that need to be made."

ANALYSIS OF THE SITUATION

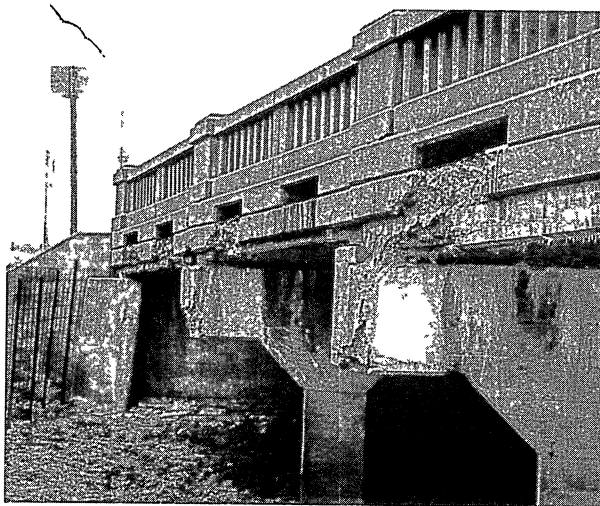
Transportation is more than merely the movement of people and goods. It affects where people live, work, and even the kind of work they do. Transportation affects the quality of life, not only by affecting the kinds of opportunities available, but also because it impacts cultural and environmental resources. Transportation affects the economy by its huge role in the



freight industry, location decisions by businesses, and impacts on tourism. The importance of transportation is incontrovertible and of a magnitude that warrants careful consideration and planning.

Problems and Opportunities

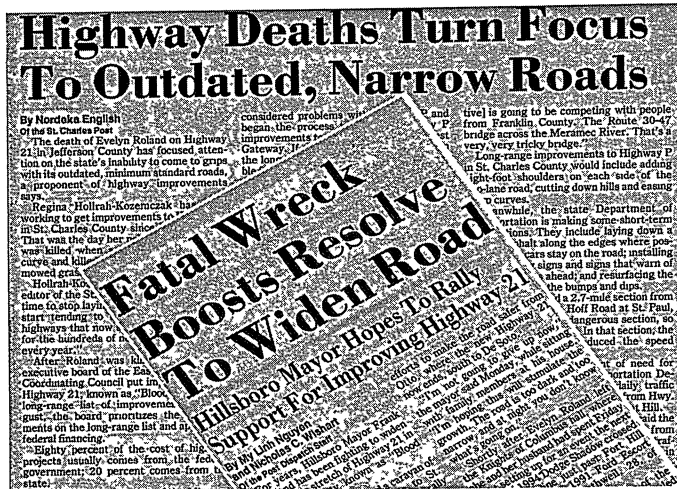
While Missouri has many transportation facilities and services to its credit, there are some limitations to the existing transportation system. Examination of the problems with the current system is an important step in assuring that the future system meets all of the needs of the state.



Problem: Aging Infrastructure. Missouri can be proud of the fact that some of the first sections of the interstate system were built in this state. However, as the interstate system celebrated its 40th birthday last year, many of these highways are in poor physical condition. The need for system maintenance and preservation exists across the country. The Intermodal Surface Transportation Efficiency Act of 1991 was landmark federal legislation which signified the movement from an era of construction into an era of preserving and maintaining the system which has been built. In addition to the need to preserve the existing system, there are still some major road and bridge projects that need to be built in Missouri.



Opportunity. The extensive existing infrastructure lays the foundation for much of the transportation system of the future. By carefully managing, maintaining and selectively upgrading the existing facilities, they can serve much of the transportation demand in the future. Furthermore, new technologies and advanced management systems provide a means to attain additional capacity and reduce congestion with minimal capital investment.



Problem: Transportation Accidents and Fatalities. Transportation accidents are a leading cause of injury and death across the state and across the nation. Providing a safe and secure transportation system is a challenge of every state in the nation and Missouri is no exception. Accidents not only result in lost lives and injuries, but also in property damage, lost productivity and increased insurance costs.

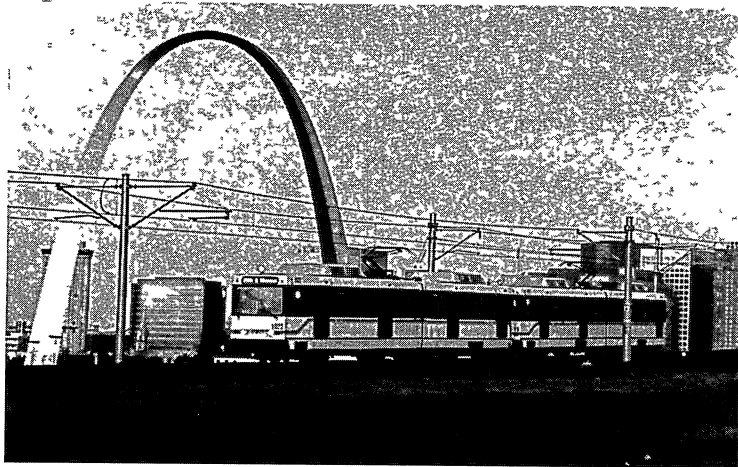
Opportunity. The safety of transportation facilities in Missouri has been improving steadily, but safety improvements continue

to be a goal. Safety can be improved through engineering, education and enforcement activities. Safety monitoring systems, new avoidance technologies, and other innovative solutions may all contribute to a safer system. Safety is an important aspect of every facet of the transportation system, and is one that is closely monitored.

Problem: Dependence on the Automobile. Although today Missourians enjoy much more personal freedom in terms of access and mobility than their parents and grandparents did, there are still many deficiencies, particularly with respect to those who cannot or choose not to rely on the personal auto. The personal auto provides a great deal of mobility for many people, however, this mobility is not always available to those with disabilities, the aging population, the financially disadvantaged, and those who do not drive. For people who do not have access to an automobile, getting around in some parts of the state can be quite a challenge. A lack of transportation can cause other problems, for example, finding and keeping a job may be very difficult for some people simply because they do not have a dependable means of getting to work. In light of welfare reform dependable transportation which enables people to secure and sustain jobs is a growing need.



The everyday life that many take for granted becomes very challenging without a car. Simple day-to-day activities such as shopping, going to the doctor, and dining out become troublesome for those who can't just hop in their car or easily catch a bus to get where they need to go.



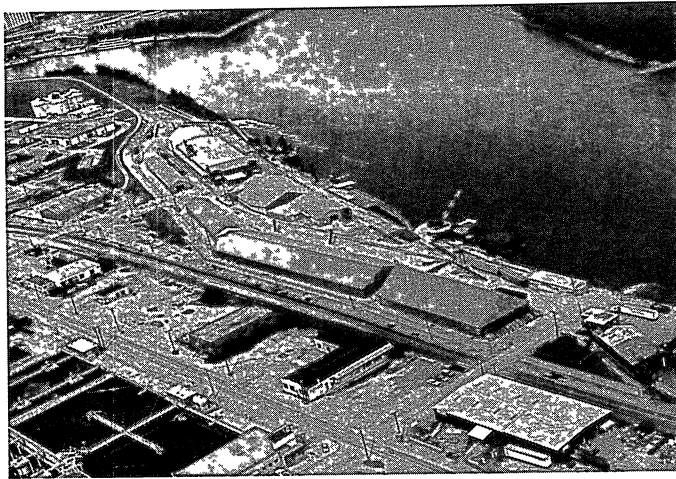
Opportunity. Providing transportation options besides the automobile is an important challenge for Missouri. Transportation options are important not only for people who have no other alternatives, but also for those who desire alternatives to the auto.

Problem: Public Transit Needs. While public transit exists throughout much of the state, most public transit systems, both urban or rural, are faced with rising costs and decreasing federal funding. Many transit systems are composed of a fleet of buses that are in need of

replacement. Even relatively new systems, such as light rail, require constant maintenance and upkeep. And in many cases, maintaining the status quo is not enough.



Opportunity. Expansion of transit throughout the state of Missouri is needed both to serve those who depend on transit as their sole means of transportation as well as those who would choose transit as their means of travel. In the urban areas, where the air quality is threatened by pollution, upgraded transit service could provide a viable option for traveling on days when the air threatens to exceed the federal standards.



Problem: Changing Economic Environment. Many of the roads on Missouri's state highway system were originally built to provide a means for getting from farm-to-market. While farm-to-market linkages are as vital as ever, Missouri's economy and the demands on the transportation system have expanded significantly. The attractiveness of Missouri for business and industry is very dependent on the transportation system. The manner in which products arrive at the marketplace is directly related to the adequacy and condition of the transportation system.

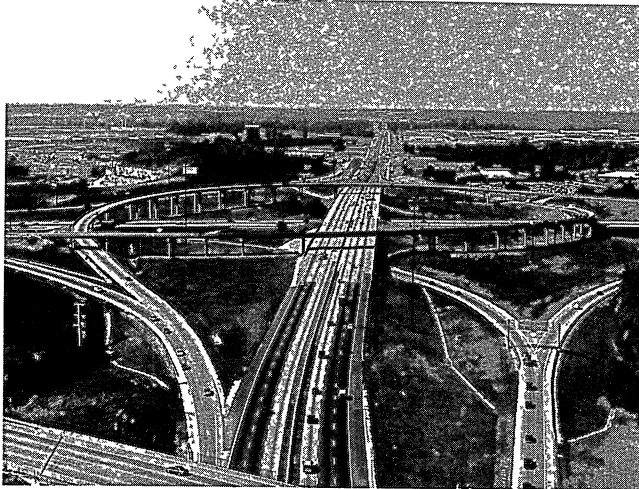
Opportunity. A major factor of a business or employer's location decision is almost always transportation. Missouri has the basic infrastructure and the means to provide an excellent transportation system that will attract and retain economic development well into the twenty-first century. The development of a well-built, interconnected multimodal transportation system can serve as a catalyst for economic development, supporting a healthy local economy in communities. And if Missouri's communities have a healthy economy, then the state's economy as a whole will thrive.

Importance of Missouri in an International Economy

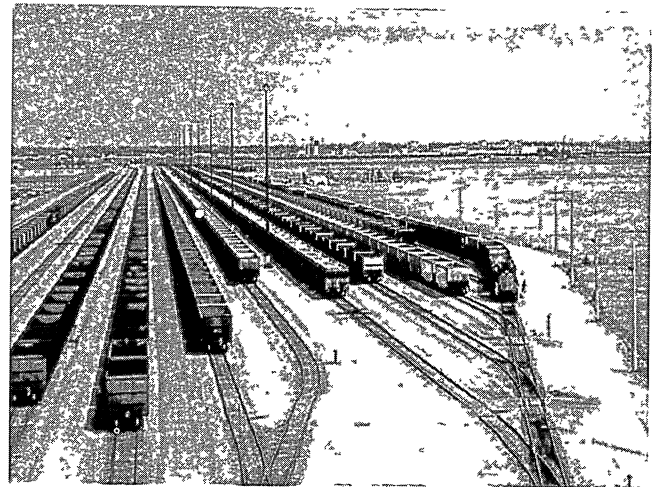
The upcoming milestone of the twenty-first century highlights the fact that this is an era of rapid change. While transportation must continue to serve the traditional needs of the people of Missouri, it must also do much more. Now and in the future, transportation must also serve to connect Missouri to the rest of the nation and to the rest of the world.



Missouri boasts an impressive existing infrastructure:



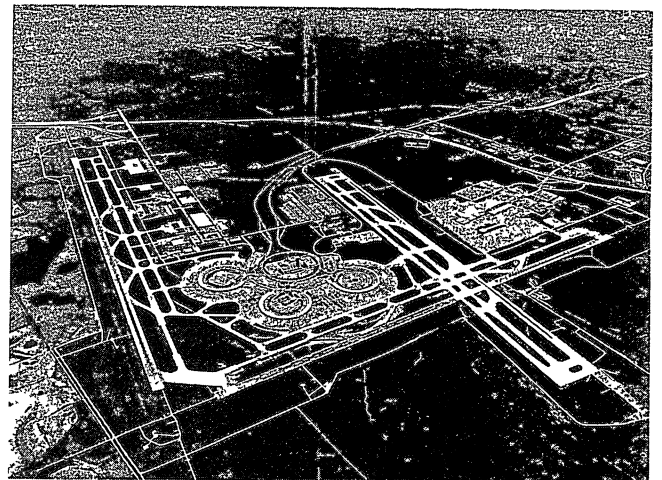
Sixth largest highway system in the nation.



Second and third largest rail terminals in the nation



Two major navigable rivers with over 1,000 miles of navigable waterways



Two international airports and over 100 general aviation facilities

This infrastructure will serve as the basis for Missouri's future as a regional, national, and international transportation hub.

Missouri's contribution to the national and international economy, and the resulting economic activity in Missouri, is very dependent on the transportation infrastructure and its condition. Opportunities are presenting themselves now more than ever before. With the North American Free Trade Agreement (NAFTA), Missouri is positioned in the center of the trading zone. As the list above shows, Missouri has a sizable capacity for handling goods shipment throughout the state.

Need for Transportation Vision

Missouri is poised to become an international transportation hub and can offer an enhanced quality of life for its citizens. However, careful planning is required in order to realize these goals. Policy guidance is necessary to address the problems and capitalize on the opportunities that face Missouri. There is a need for Missouri to establish a vision for a total, integrated transportation system and move toward that vision with an understanding of how this system would work. Recognizing the complex and diverse needs of Missouri's citizens and economy, and the issues they are faced with, is essential to the well-being of the state.



FINAL REPORT: CONNECTING MISSOURI TO THE FUTURE

Total Transportation Commission of Missouri

THE COMMISSION



Recognizing the importance of transportation to the economic well-being and quality of life for the citizens of the state of Missouri, the Total Transportation Commission was created by Executive Order by Governor Mel Carnahan on July 15, 1996. The commission's charge, according to Governor Carnahan, was to function as an analysis group, developing a coordinated total transportation strategy to maximize Missouri's transportation resources and identify needed improvements and

changes. Their goals were twofold: To strengthen and improve Missouri's economic base in order to become more competitive in national and international markets, and to improve the quality of life for all Missourians by providing safe, cost-efficient transportation choices that are environmentally sound and energy efficient.



The governor appointed members of the commission, with additional appointments made by the Speaker of the Missouri House of Representatives and the Senate President Pro-tem. The commission consisted of 34 individuals who represented business, government, environment and transportation organizations throughout Missouri.

As part of their work, the commission was divided into committees during both Phase I and Phase II. For Phase I, six committees worked to put into focus Missouri's complete transportation picture. Five committees

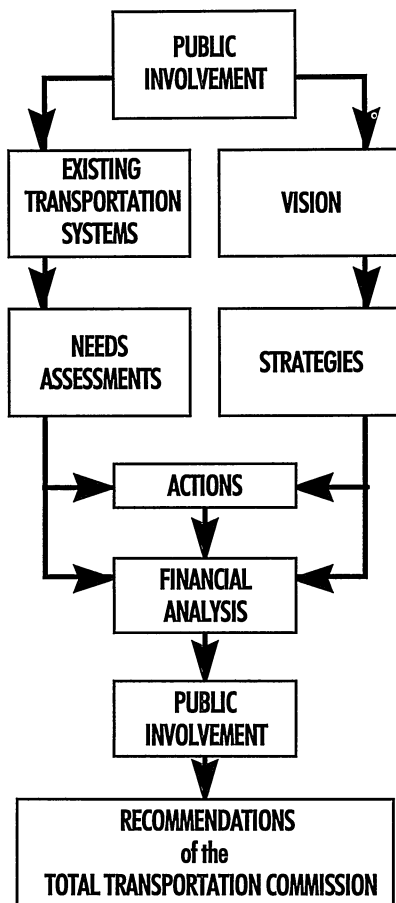


addressed broad total transportation functions and issues: mobility and accessibility, economic development, environment and energy, social impacts and technology. In addition, a special hearings committee gathered input and addressed the questions and concerns of organizations with a vested interest in transportation issues. Toward the completion of Phase II, in May 1997, Chairman S. Lee Kling structured three committees to further explore several of the commission's strategies and to provide additional recommendations on several key components of the transportation plan. Those committees reviewed funding options, the funding gap and accountability for agencies and organizations implementing transportation plans.

The Total Transportation Commission was not charged with making decisions about specific projects. The commission determined the best total transportation plan for Missouri's future by reviewing information from a variety of sources: studies by experts in transportation, public input and assessing financial resources for accomplishing the strategies it defined.

THE APPROACH

In developing a plan that would address the quality of life for Missourians and the competitive economy of the state, the Total Transportation Commission was presented information obtained by experts in the transportation industry, citizens, interest groups, businesses and government officials. It was this information that guided the commission in developing its vision statement and the strategies and actions to make that vision a reality for the state of Missouri.



Steps taken by the commission in the development of their multimodal transportation plan.

Analysis of Existing Plans and Transportation Needs

The TTC met monthly beginning in August 1996 at which time they reviewed, discussed, debated and listened to this information. They identified the elements necessary to pull together a comprehensive transportation plan through their work in various TTC committees. And they obtained citizen input through public forums and meetings, various one-on-one meetings with interested parties, and many speaking engagements to obtain feedback on the issues affecting transportation users.

As a result, the commission approached the development of their transportation plan based on these key strategic considerations:

- Analysis of existing transportation plans and needs
- Identification of transportation corridors
- Studies by transportation experts
- Public involvement

The commissioners invested a significant amount of time and effort in the development of the plan reflecting their dedication to the people of the State of Missouri and to the importance of transportation to the state's well-being.

Existing plans were analyzed to validate their reasonableness and consistency with the strategies and actions established by the Total Transportation Commission, an approach adhered to the commission's strategic orientation. The commission's work was not intended to replace the systems and project planning efforts which were being performed very ably by many transportation professionals in agencies and jurisdictions throughout the state. However, the commission's recommendations did address ongoing planning activities to assure that future needs were adequately explored.



Another role of the commission was to identify the transportation needs of all citizens in order to develop a plan that improves transportation services and facilities in the state. A team of consultants, experts in the transportation industry, concluded that the various plans and programs prepared by MoDOT, transit agencies, metropolitan planning organizations and other planning and implementing agencies, generally have appropriately identified the needs for Missouri's total transportation system. It was not necessary to "reinvent the wheel." Rather, the consultant team analyzed these plans to ensure their consistency with the commission's strategic orientation.

Other elements studied to identify transportation needs were benchmarking with other states and feedback from the public involvement process. Both of these served as a reality check in that they put the existing conditions in perspective with neighboring states and reflect the customers perception of the existing system and its needs.

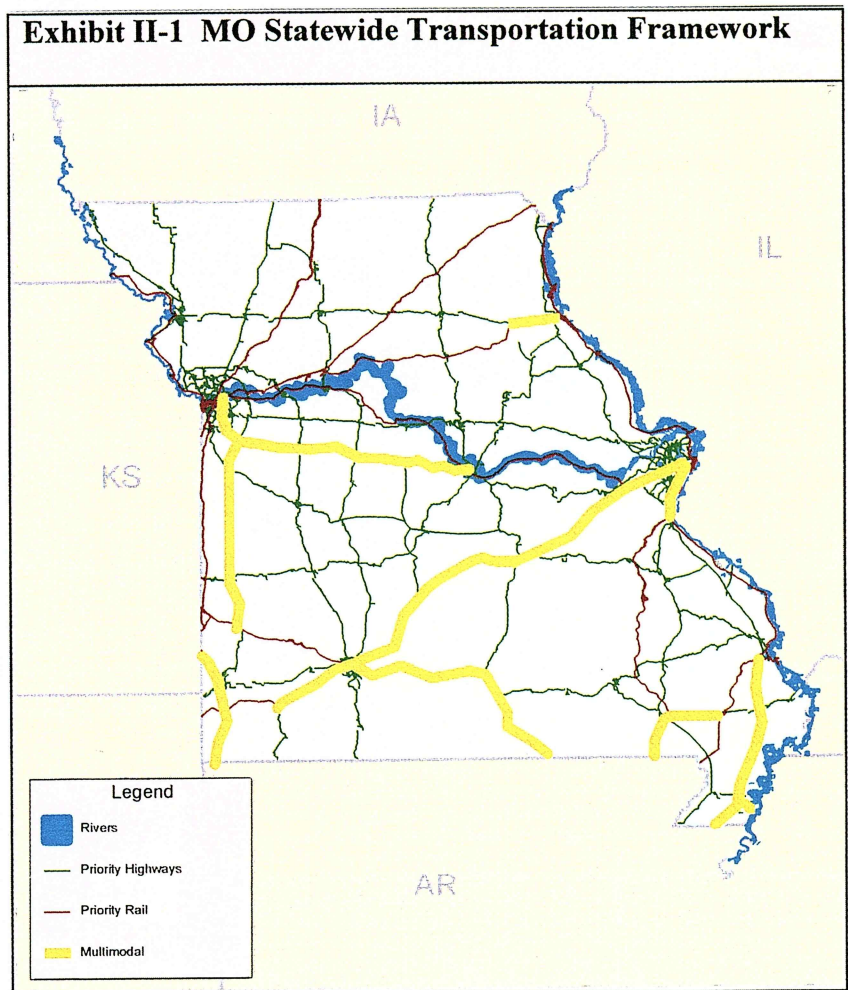
Identification of Transportation Corridors

The Total Transportation Commission developed the concept of the Missouri Statewide Transportation Framework (STF) in the approach to their transportation plan. The STF served as a means to identify important transportation hubs (airports, waterports and terminals) and transportation clusters (city or countywide transit systems).

It was important in the development of the commission's plan to study the STF, a representation of Missouri's physical transportation framework. With this framework, components of the plan can be applied, including investment and economic development strategies.

The recommended STF corridors were designed to establish the principal physical framework of the Missouri intermodal transportation system from a statewide perspective. The focus included international, interstate and intrastate considerations. The process of identifying transportation corridors drew heavily upon work already performed by MoDOT and reviewed/approved by the Federal Highway Administration (FHWA) and the designation of the National Highway System

(NHS). Numerous potential criteria were evaluated and considered for use in the corridor identification process. The focus upon existing conditions makes Missouri's STF current and allows it to grow as future conditions dictate.



The key transportation corridors will become significant components of the state's future economic development strategy. The STF identifies transportation corridors connecting population centers and consists of high-priority highway, rail and waterway facilities serving passengers and freight. The STF is described in more detail in Appendix C.



Studies by Transportation Experts

A core group of nationally recognized experts served as the consultant team for the Total Transportation Commission. As consultants, their roles were to analyze, interpret and present information compiled from the studies in their fields of expertise and apply that information to the strategies developed by the commission. The consultant team included: HNTB Corporation, overall study management coordination and highway studies; Wilbur Smith Associates, REMI model, aviation and rail studies; KPMG Peat Marwick, financial analysis; TranSystems Corporation, public transit and port studies; The Vandiver Group, public involvement and media relations; Kupper Parker Communications, Inc., strategic consulting; Leadership Strategies, meeting facilitation; and Roman Communications, communication strategies.

PUBLIC INVOLVEMENT

Perhaps one of the most important tasks of the commission was public involvement. Because every Missourian either uses or is affected by the various modes of transportation, understanding and involving citizens in both planning for and providing a quality interconnected transportation system that addresses the needs of all citizens was a critical element of the commission's assignment. The public involvement process was ongoing throughout the course of the commission's work.

Phase I: Public Forums

During the first phase in November and December of 1996, the commission held public forums in St. Louis, Kansas City, Kirksville, Maryville, Springfield, Cape Girardeau and Columbia. The forums enabled a broad range of constituents with diverse transportation needs, experience, interest and concerns to provide input in a formal presentation format. More than 1,000 Missourians and 150 organizations, local government agencies, business and environmental groups, and government officials participated in the forums.



Phase II: Public Meetings



Special Hearings

Commissioner Outreach

Newsletters



The Phase II public involvement process was conducted in May and June of 1996. Meetings were held in St. Louis, Kansas City, Joplin, Poplar Bluff, and Moberly. The informal open house format of the meetings allowed participants to interact with commissioners in an unstructured manner by asking questions and presenting their views on the TTC's proposed plan, displayed on presentation boards, and transportation concerns in the state. More than 480 citizens, elected officials, and representatives of transportation and business groups attended the meetings. Participants were invited to fill out a questionnaire in order to obtain feedback on what the commission's vision means to the state, to their community and to them individually. Questionnaire results are included in Appendix B.

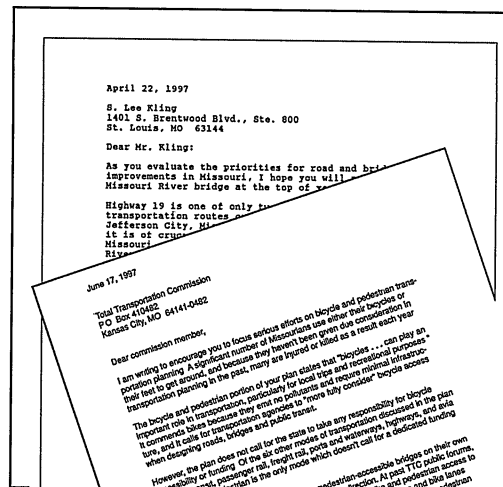
The special hearings committee, a committee within the Total Transportation Commission, was charged with gathering input and addressing the questions and concerns of organizations with a vested interest in transportation issues. Three special hearings were held in November and December 1996 in Kansas City and Jefferson City.

One objective of the Total Transportation Commission was to individually meet with groups in their communities to inform citizens, elected officials, businesspersons, city representatives and interest groups of the commission's role in the development of an interconnected, accessible transportation system for the state of Missouri. Those outreach opportunities entailed numerous speeches and presentations to organizations across the state. Those opportunities are included in Appendix B.

Total Transportation Commission newsletters, entitled "Missouri on the Move," were produced to inform the citizens of the commission's goals, the commission's work and the public meetings. Included in each issue was information on how readers could submit comments and questions to commissioners. Issues were produced in the winter of 1996 and in spring of 1997. Distribution of the winter volume was approximately 3,800, and 5,900 for the spring volume. A third issue will be created and distributed as the final report is presented to Governor Mel Carnahan in summer 1997.



Citizen Input



In addition to the public meetings, citizens had the opportunity to convey their thoughts, concerns and questions to the Total Transportation Commission through two additional means as mentioned in the newsletters: a dedicated 800 phone line and a return-by-mail form on the newsletter encouraging comments. All applicable information from those sources was disseminated to the commissioners for their review.

Focus Groups

Focus groups were also conducted. The public's perception of transportation issues were explored by the consultant team in the preparation of their recommendations to the commission.

Additional information regarding the public involvement activities is provided in Appendix B.

The Total Transportation Commission of Missouri spent many months developing the policy framework that follows. It is the part of the plan that guides the decisions for actions that will carry Missouri to a higher level. The policy framework has evolved into what is written below through a cooperative process of public input and commission discussion to best capture the direction Missouri needs to head to become a state its citizens can be proud to call home.

VISION STATEMENT

Missouri will have a first-class, total transportation system, which allows the state to be a regional, national, and international hub of economic activity, and which enhances the daily quality of life for all Missourians.

Fiscal Responsibility and Accountability

It is of the utmost importance that Missouri's transportation decisions are made within the realm of fiscal responsibility and with accountability to the public for which those decisions are made. This is an underlying principle of this plan and applies to all strategies and actions recommended by the Total Transportation Commission.

Quality of Life

Missouri's total transportation system will support and enhance quality of life by providing Missourians with safe, cost-effective transportation choices that are environmentally sound and energy efficient.

Competitive Economy

Missouri's transportation system will support and enhance sustained economic growth and development through a well-planned strategy linking Missouri's transportation infrastructure to the regional, national and international economies.



Any solid plan must evolve from a well-thought out structure. The commission recognized this and developed the following structure which became the building blocks in forming their plan.



THE BUILDING BLOCKS OF AN EFFECTIVE PLAN

Vision

The dream. The vision is what the citizens of Missouri want their transportation system to be. Missourians expect a total transportation system that enhances their quality of life and economic competitiveness.

Strategies

The long-term means to reach the vision. These are the blueprints for achieving the vision and developing the plans of action.

The Partnerships

Federal/State, Users, Private, Regional/Local

The support structure of the vision. It takes the support of these partners for the vision to be structurally sound. Together, the partners will make the decisions on transportation projects and investments.

Action Plan

The foundation of the vision. Actions set the course for change that enable movement toward the vision. They are short term. The strategies and actions outlined on the following pages are organized according to two guiding principles, the support and enhancement of both our Quality of Life and our Competitive Economy.

The strategies and actions outlined on the following pages are organized according to two guiding principles, the support and enhancement of both our quality of life and our competitive economy.

GUIDING PRINCIPLES

Fiscal Responsibility and Accountability

Missourians expect the money they pay for their transportation system to be invested in a responsible manner. Citizens also expect those responsible for the transportation system be accountable for the decisions that are made. The vision created by the Total Transportation Commission includes aspects that ensure these principles are part of all transportation decisions that are made in Missouri.

- Restrict expenditures on the transportation system to those that are prudent, responsible and within the financial resources of the state.
- Ensure accountability in delivering projects on budget and on time.

Quality of Life

Quality of life entails many aspects. Some of the issues implied are universally accepted, such as safety. While others represent preferences which may be more personal and diverse. In the context of this transportation vision, quality of life is represented by five policy areas: Mobility and Accessibility, Safety, Environment and Energy, Efficient and Balanced Growth and Development, and Policy and Planning.



**ISSUE 1:
MOBILITY AND
ACCESSIBILITY**

- Provide Missourians the greatest amount of mobility, reliability and flexibility in transportation.
- Provide improved access to employment, education, medical services, recreation, tourism, shopping, and other services and activities to all Missourians within the resources available. This would include those persons whose needs have been traditionally unfulfilled or whose mobility had been restricted by age, disabilities or finances.

**ISSUE 2:
SAFETY**

- Provide transportation improvements that promote safety on individual facilities and on a systemwide basis.

**ISSUE 3:
ENVIRONMENT AND
ENERGY**

- Ensure the compatibility of the transportation system with environmental and energy considerations.

**ISSUE 4:
EFFICIENT
AND BALANCED
COMMUNITY
GROWTH AND
DEVELOPMENT**

- Integrate transportation decisions with other related public policies and planning.
- Provide for responsible growth by encouraging and facilitating the use and enhancement of existing infrastructure and resources.

**ISSUE 5:
POLICIES
AND PLANNING**

- Follow a comprehensive policy and planning process which recognizes the differing transportation needs of individual Missourians.
- Integrate transportation decisions with other related public policies.
- Recognize the diversity of needs in different areas of the state.

**Competitive
Economy**

Missouri's economy affects all of its citizens, both individuals and families, as well as corporate citizens, cities, communities, and rural areas. The impact of transportation infrastructure on economic development and the support of both new and existing enterprises is irrefutable. The goal of a competitive economy is represented by three issues areas, including: System Preservation, Economic Development and Efficiency, and Policy and Planning.

**ISSUE 1:
SYSTEM
PRESERVATION**

- Preserve and manage the existing transportation infrastructure.

**ISSUE 2:
ECONOMIC
DEVELOPMENT
AND EFFICIENCY**

- Target transportation investments to support economic development and business and employment growth, supporting both existing and new economic activity.
- Maintain and improve our vital farm-to-market linkage through highways, rails, and rivers.
- Increase the efficiency of the transportation system by improving the operations of individual modes of transportation.
- Encourage and increase the efficiency of intermodal trips by facilitating the interconnection of transportation modes.

**ISSUE 3:
POLICIES
AND PLANNING**

- Follow a comprehensive policy and planning process which provides for cost-effective investment in the transportation system.
- Follow a comprehensive policy and planning process which balances short-term needs with long-range goals and includes a broad range of public agencies and private sector participants.



DESCRIPTION OF VISION

The transportation vision described in this document is desirable not as an end in itself, but rather as a mechanism to realize the multitude of benefits that depend on or are affected by transportation. The transportation vision for Missouri will result in economic benefits, safety benefits, personal mobility benefits, freight movement benefits, environmental and energy benefits, and community and land use benefits.

Economic Benefits

A strong economy is important for all regions of the state, and transportation is considered a key to new economic development and the retention of existing businesses throughout Missouri. The transportation vision includes significant economic benefits that result from the infrastructure improvements. These economic benefits were quantified using REMI analysis.

More detailed information regarding the economic benefits is provided in Appendix E.

Safety Benefits

The transportation vision for Missouri includes improved safety on all modes. Transportation safety was identified as a high priority by citizens across the state, in both rural and urban areas. Safety is also a high priority for all transportation agencies in the state. The importance of safety is emphasized by the fact that motor vehicle accidents are a leading cause of death and injury for many age groups. While improving safety to reduce fatalities and injuries is justification for investment in itself, the high cost of accidents, both direct costs such as property damage and indirect costs such as lost productivity and increased insurance rates, further justifies expenditures to improve safety for all modes. Improved safety is a key component of the transportation vision for Missouri.

Personal Mobility Benefits

Personal mobility refers to transportation options for moving people within a city, community or region, and throughout the state. It includes the commute to work or school, trips for personal business such as medical appointments, and shopping and recreational trips. Personal mobility is important not only so that individuals and families can go where they want to go,

but also for businesses who rely on a mobile workforce for professional, skilled and unskilled positions. For these reasons, improved personal mobility is an important facet of the transportation vision for Missouri. Personal mobility must be improved for all people, those who utilize the auto, those who rely on transit, and those who choose modes such as bicycling, walking or carpools. One way that personal mobility will be enhanced is through more choices in modes of transportation.

Although by no means all inclusive, the impact of improved personal mobility in the transportation vision is illustrated through the following examples of testimony presented at the Phase I public forums held throughout the state. These anecdotes provide a snapshot approach to the transportation vision and are intended to communicate the transportation situations that affect Missourians.

Member, Council of Churches of the Ozarks

“There is a great need for people to be mobile. It involves all sorts of things: education, recreation and medical situations.”

City Manager, Kirksville

“One of the principal reasons that economic growth comes so slowly to Northeast Missouri is due to the absence of a modern transportation system.”

MERIL Representative, Maryville

“A good public transportation system is critical to our state and its citizens. Critical too, among other things, is maintaining and enhancing the quality of life. This is especially true for our citizens with disabilities because of their dependence on public transportation. MERIL and the citizens we serve have already shown our support for the development of public transportation.”



Citizen, St. Louis

“Mass transit relieves congestion and provides growth to the city and county, to St. Louis. We look to the TTC as a guardian to protect our money and future, to spend our limited amount of resources where they will serve the most residents and the greatest needs.”

City Manager, Joplin

“As the commission goes about formulating recommendations, I would ask that you plan for and try to make provisions for, and be responsive to the dynamics of fast-growing regions in the state because there is a very unique set of circumstances that need to be addressed.”

Citizen, Kansas City

“My vision for the transportation future of Missouri includes a transit system so extensive and so user-friendly that people like our aging parents could use it to go to doctor appointments, to do their shopping and come across the state to see their children without the anxieties they experience from the current driving conditions. This type of transportation system would be available to everyone. It would enhance the quality of life for all of us.”

Mayor, Branson

“Looking into the future, quality highways will play an important role in Branson’s economic success. We want the millions of visitors to arrive efficiently, safely and comfortably. Our highways need to be state-of-the-art construction. We need quality connections between communities.”

Citizen, St. Louis

“I’d like to see our state as one in which bicycle and pedestrian access to goods, services and opportunities is at least as safe as our automotive access.”

Executive Director, Bi-State Development Agency, St. Louis

“State transportation policy should encourage the development of a transportation system that provides an alternative to the automobile, enabling every citizen of Missouri to get a job and have access to health care while maintaining their dignity and an independent lifestyle.

**Freight
Movement
Benefits**

The movement of freight throughout the state is a primary factor affecting economic development, for manufacturing and agricultural industries, as well as for shipping industries. The enhancement of transportation facilities to serve freight movement may also benefit personal mobility, directly in the case of improvements to highways and runways at aviation facilities, indirectly when improvements to rail or waterways result in a modal shift for freight, resulting in less congestion, increased safety and lowered maintenance costs on highways. The transportation vision encompasses these improvements, as well as improvements to intermodal facilities, which play an increasingly important role in freight movement throughout the state and throughout the nation.

**Environmental
and Energy
Benefits**

Transportation affects the environment through acquisition of land for transportation facilities, consumption of fuel for construction and operation, and emissions from transportation vehicles. The transportation plan for Missouri includes policies, planning and operations that are sensitive to the impacts of transportation on the environment, enhance the environment where possible, or seek to minimize negative impacts. This includes policies and facilities to encourage a shift of personal trips from autos to transit, walking and cycling, made possible through the provision of new facilities and services, and a shift of freight to less energy intensive modes. The vision for Missouri also includes preserving and enhancing green space whenever possible, designating additional rural routes as scenic routes, and reducing congestion to decrease fuel consumption and emissions.



**Community
and Land Use
Benefits**

Transportation decisions affect communities by affecting land use, urban form, and location decisions for both businesses and residential uses. The transportation vision for Missouri recognizes this impact, and strives to reconcile transportation improvements with local objectives by encouraging local participation in transportation decisions, and by encouraging transportation alternatives that enhance a sense of community, such as transit, pedestrian and bicycling facilities. These objectives dovetail with the previously stated objectives for enhanced personal mobility and preservation of the environmental and energy resources, emphasizing the synergistic effect of many of the components outlined in the transportation vision for Missouri.

This section summarizes a general assessment of needs for each mode of transportation in Missouri. The analysis included an assessment of needs for each mode, an estimate of existing resources to meet those needs, and an analysis of the difference between the resources needed and the existing resources, termed the resource gap.

METHODOLOGY

Identification of Total Transportation Needs

The basic methodology for the identification of transportation needs for each mode was to utilize as starting points the existing needs assessments, plans, and programs developed by transportation planning and implementing agencies. There was no need to “re-invent the wheel.” Rather, existing plans were analyzed to validate their reasonableness and consistency with the vision and strategies established by the Total Transportation Commission. The Commission’s work was not intended to replace the systems and project planning efforts which are being performed very ably by many transportation professionals in agencies and jurisdictions throughout the state. This evaluation has included:

- Project and service improvement concepts
- Cost estimates (considering 4.5 percent annual project growth and inflation)
- Benchmarking with other states’ programs

Examination of existing plans and programs prepared by MoDOT, transit agencies, metropolitan planning organizations, and other planning and implementing agencies generally indicated that these plans have identified appropriately the needs for Missouri’s total transportation system. These previously-prepared plans and programs serve as excellent cornerstones for future programs.

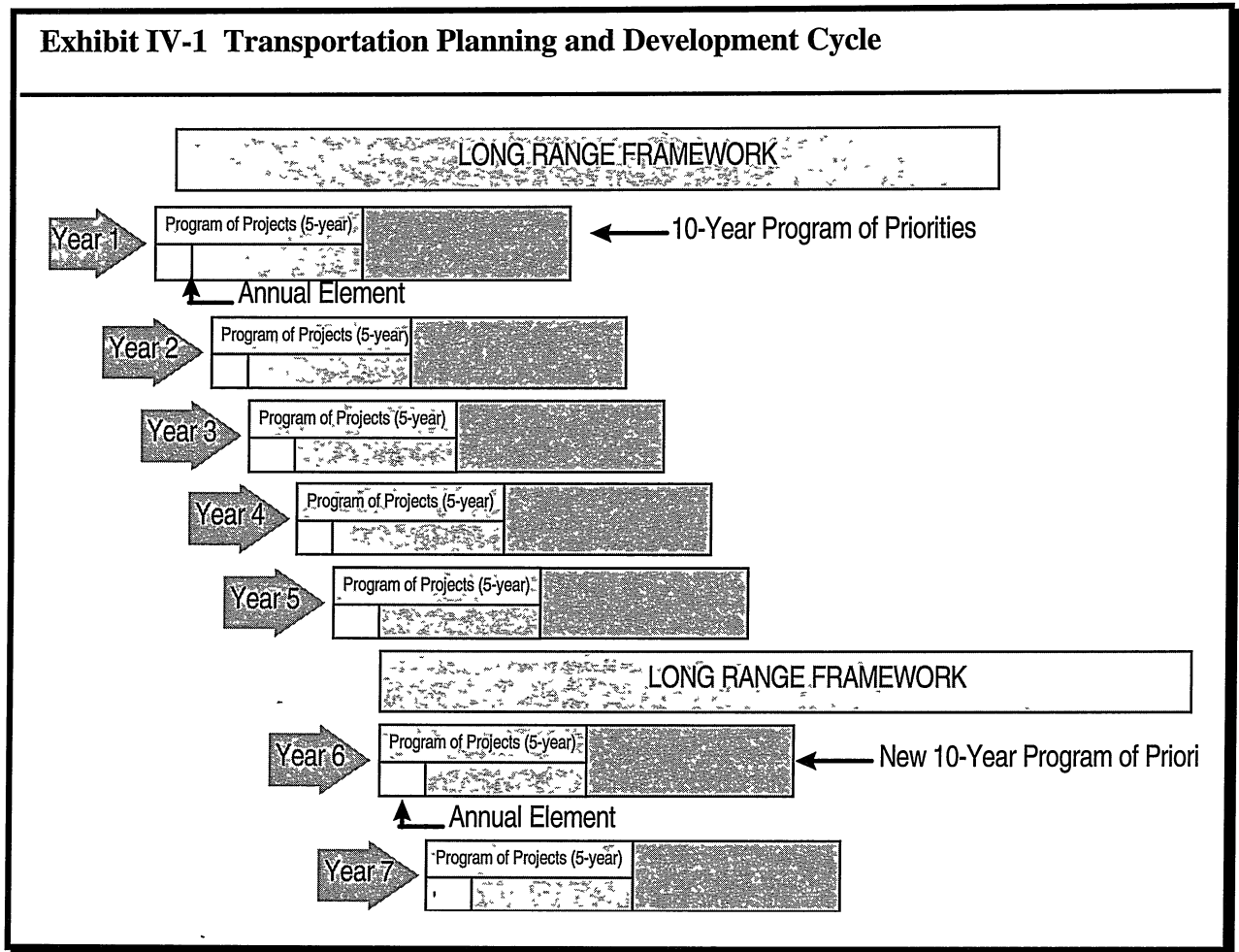


A Transportation Planning and Programming Model

This assessment is intended as the starting point for an ongoing, long-term transportation planning and implementation program. Identifying the initial set of needs for such a program must be based on an assumed framework or procedure for carrying out transportation planning and programming.

An ideal transportation planning and programming process would be aimed toward a consistent long-range vision to ensure that individual projects contribute to the overall goals and objectives of the program. The process would identify future projects as specifically as possible, but would have sufficient flexibility to adapt to changing needs and new opportunities which may arise. The ideal planning process would not be so long-range that it requires unrealistically long-range forecasts of funding resources and conditions. And finally, the planning and programming cycle would be integrated with the project development process. Projects should proceed through planning, environmental assessment, and design in a systematic, coordinated manner so that projects are ready to build or implement when funding is available.

This assessment of needs is based on an overall transportation planning and development cycle, as shown in Exhibit IV-1.

Exhibit IV-1 Transportation Planning and Development Cycle

In this approach, a long-range framework is established to guide the long-range development of the transportation system and services. This 15- to 20-year framework would include long-range systems plans, indicating needs and priorities for each mode. It would include system performance standards, not only for each mode but also for intermodal connections and performance. The framework also would identify the institutional responsibilities of all of the various partners in transportation – public and private sector roles; state, county, municipal, and federal roles; and the roles of planning agencies, such as the metropolitan planning organizations (MPOs) and regional planning commissions (RPCs).



Within the long-range framework, a 10-year program of priorities is established. The program of priorities would set forth a system of prioritizing needs, such as system preservation and maintenance versus new capacity and service expansion. It would identify priorities for improvements to corridors, would include any geographic resource allocations, and would specify the overall level of investment.

Within the 10-year program of priorities, there would be a 5-year program of projects. This would be a detailed, project-by-project listing of the projects on which construction would begin during the next five-year period. It would include detailed cost estimates for each project. Within the 5-year program would be a 1-year annual element, setting forth the projects to be undertaken during the next year.

The planning and programming process shown in Exhibit IV-1 is an ongoing cycle. Every year, new projects would move from the 5-year program of projects into the annual element. Once new projects have gone through the project development and environmental clearance phases, they would be shifted from the 10-year program of priorities into the 5-year program of projects. And new corridor priorities and project needs and concepts would move from the long-range framework into the 10-year program of priorities. In this manner, the process is flexible to meet changing needs and priorities as they arise. Finally, every five years or so, the long-range framework would be re-evaluated to ensure that the overall program is addressing the goals and objectives of the State of Missouri.

In accordance with this model of transportation planning and programming, the needs identified in this assessment by the Total Transportation Commission are not intended to represent specific project-by-project listings. Rather, they are intended to represent overall, long-range investment levels. Once the long-range framework is established, then there would be an ongoing process of developing, prioritizing, and implementing individual projects to meet current and anticipated needs.

ANALYSIS BY TRANSPORTATION MODE

For each transportation mode, a brief summary has been prepared, organized as follows:

- Overview
- Plans and Programs
- Investment Needs
- Existing Resources
- Resource Gap (between needs and existing resources)

Two estimates have been prepared for the needs, existing resources, and resource gap. The first estimate represents meeting approximately 85% of the previously identified needs over approximately a 16-year period. The second estimate represents 100% of the previously identified needs being addressed over a 20-year period. (The period over which the needs are estimated affects the estimated total cost of the needs because of the assumed 4.5 percent project growth and inflation factor used.) The needs represent public funding needs and do not include the extensive private investment in many of the modes.

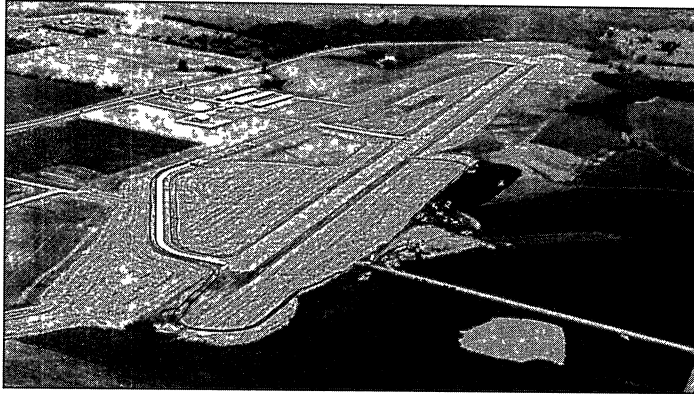
The modal assessments are organized as follows:

- Aviation
- Bicycles and Pedestrians
- Highways
- Ports and Waterways
- Public Transit
- Freight Rail
- Intercity Passenger Transportation

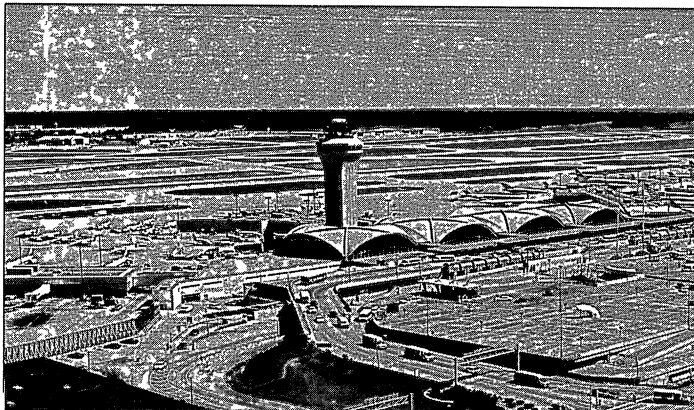


AVIATION

Overview



The aviation system for Missouri consists of two large metropolitan airport planning regions (Kansas City International and St. Louis-Lambert) and six non-metropolitan regions. The total airport system consists of two major commercial, four regional commercial (Springfield, Columbia, Joplin and Cape Girardeau) and 98 general aviation airports. These airports are shown in Exhibit IV-2. This network of airports was established to provide Missouri residents and visitors with an acceptable level of air transportation service and to keep the state competitive in global markets.

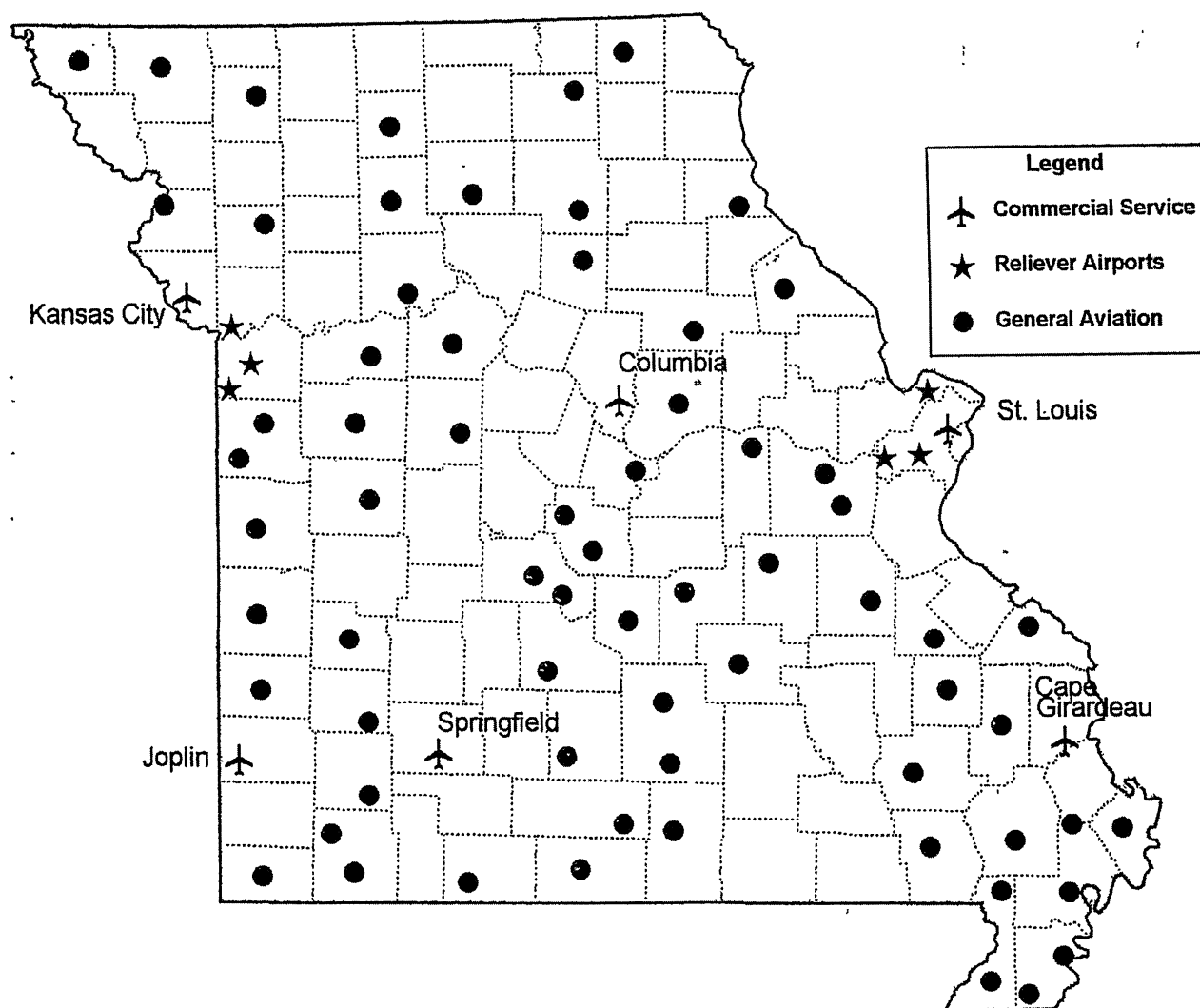


Missouri's two large commercial facilities and three of the regional airports receive Federal Aviation Administration (FAA) funds through entitlement (based on enplaned passengers) and discretionary funding programs. These airports, through airport activity revenue and passenger facility charges (PFCs), generate funds to match federal funding for airport projects. Therefore, this report will focus on the general aviation component, including Cape Girardeau, of the State's aviation system.

Plans and Programs

The most recent Missouri State aviation system plan was completed in 1991 with a partial update in 1994. This list of projects is reviewed and modified annually to keep the State's Airport Improvement Program (AIP) current. Typical projects included in the plan are land acquisition, runway extensions, runway reconstruction, parallel taxiway construction, apron construction, NAVAIDs, and perimeter fencing. These needs are in the following categories:

Exhibit IV-2 Aviation Facilities



Navigation aids (PAPI, NDB, Beacon)	23%
Runway/taxiway extension, widening, or construction	22%
Runway/taxiway, or apron rehabilitation	13%
Taxi lanes (for hangar access)	10%
Land acquisition	9%
Apron expansion	8%
Fencing	6%
Other (access road, drainage, utilities, planning, fire equipment)	9%

Operation & Maintenance (O&M) costs for general aviation airports are usually covered by airport-generated revenue and through the sponsor's annual budgets. These costs are generally not covered by AIP funding programs. Some O&M projects, such as lighting, NAVAID maintenance, and pavement marking, can be completed with State assistance.

Investment Needs

Using the State plan and the annual AIP updates, the State has determined what rehabilitation, improvements and enhancements to the State's general aviation airports will be required over the next 20 years. The projects identified in the AIP appear to represent a reasonable assessment of the State's needs. Assuming some refinement in the improvement project concepts and an annual project growth/inflation rate of 4.5 percent, it is estimated that the general aviation investment needs for the next 16 to 20 years range from \$267 to \$347 million.

Existing Resources

Funding for these improvements is obtained through a combination of FAA, State and local funding sources. For FAA general aviation capital improvement projects, Missouri is a Block Grant State. This means the FAA provides a "block" of

funding which state officials administer and grant to general aviation airports. Over the past five years these funds have declined from \$14.4 million in FY 1993 to an estimated \$5.0 million in FY 1997. This level of diminished funding is likely to continue for the foreseeable future.

The State portion of aviation funding comes from a nine-cent per gallon aviation fuel tax and a general revenue investment of approximately \$840,000 from the State, totaling \$1.3 million per year. When a project is undertaken at an airport which includes State and/or FAA funds, the sponsor must provide the local share of the project.

For this analysis, the existing funding sources are estimated to contribute the following amounts:

Local funds: \$1.1 million per year, growing at 2% annually

State funds: \$1.3 million per year, growing at 2% annually

Federal funds: \$2.5 million per year

Resource Gap

Based on the above needs and existing resources, it is estimated that the resource gap for general aviation improvements is approximately \$182 to 238 million (85% to 100% of identified needs). Depending on the period over which these needs are addressed, the annual gap ranges from approximately \$11 to 12 million (16-year and 20-year, respectively).

BICYCLES AND PEDESTRIANS

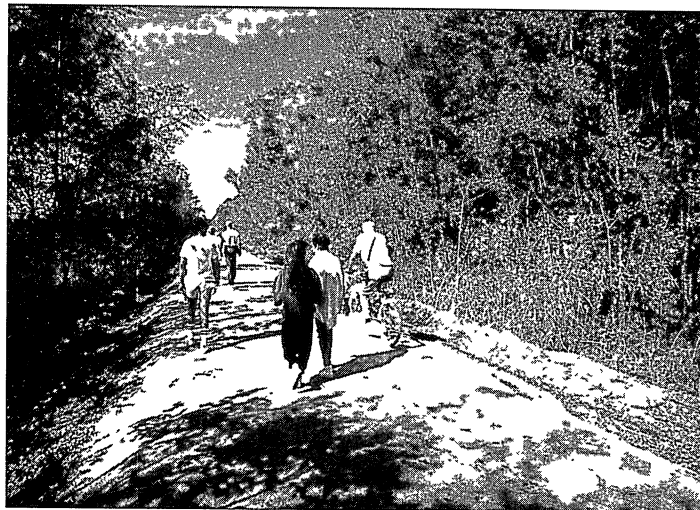
Overview

Bicycle and pedestrian modes can play an important role in transportation in Missouri, particularly for local trips. Bicycle and pedestrian modes require minimal infrastructure, consume few natural resources, emit no pollutants, and contribute to other non-transportation goals, including health, fitness and environmental protection. Development and utilization of infrastructure for bicycle and pedestrian modes not only encourages these very inexpensive transportation modes, but it



may also contribute to a greater sense of community, encourage more dense land development, and provide modal alternatives where none previously existed.

It is important to note that bicycle and pedestrian modes may be utilized not only for entire trips, but also as links in a trip. For example, bike racks on transit vehicles and at park and ride lots facilitate use of the bicycle to serve transit trips. Similarly, sidewalks serve not only transit patrons and pedestrians, but also auto users, especially in central business districts, where parking may be some distance from the final destination.



Bicycle and pedestrian modes are also implemented to serve recreational purposes. These include facilities in urban areas as well as in rural areas. These facilities not only provide the opportunity for recreation and fitness, but they may also encourage the use of bicycle and pedestrian modes for trip making purposes in addition to recreation.

Plans and Programs

There is no statewide plan for bicycle and pedestrian facilities in Missouri. Thus the planning, as well as the implementation and maintenance, of bicycle and pedestrian facilities has generally been the responsibility of local entities, such as cities and counties. One notable exception to this is the Katy Trail, which is a recreational bike trail that was planned and constructed by the State of Missouri. This trail has been a success, and interest has been expressed for additional, similar facilities.

Bicycle and pedestrian facilities are most commonly used to provide personal mobility for local trips. For this reason, the needs for bicycle and pedestrian facilities are best defined at the local level, by the local agencies that best understand these needs, rather than at the state level. These needs are defined in plans developed by cities, counties, and regions, including metropolitan planning organizations (MPOs) and regional planning commissions (RPCs).

**Investment
Needs**

Because bicycle and pedestrian facilities are relatively inexpensive per mile compared to roadways and other transportation infrastructure, and because facilities are generally needed only in populated areas, funding needs for bicycle and pedestrian modes are relatively modest.



Bicycle and pedestrian facilities can play an important role in a comprehensive transportation plan, and for this reason, state funding should be provided for the implementation of selected facilities. While the identification of specific bicycle and pedestrian facilities are best deferred to local entities, including cities and regional planning entities, both MPOs and RPCs, bicycle and pedestrian facilities should be considered for inclusion on all construction and reconstruction projects for state highways in populated areas. The development of

adequate bicycle and pedestrian facilities will not only provide an inexpensive, energy and cost efficient mode of travel, but will also enhance other modes in the case of linked trips, and is an important component in a multi-modal plan.

**Existing
Resources**

Under the Intermodal Surface Transportation Efficiency Act (ISTEA), bicycle and pedestrian projects are eligible for funding as enhancement projects. However, in many cases, in order for ISTEA funding to be used, the bicycle or pedestrian facility must be part of a transportation plan. This requirement encourages a coordinated multi-modal transportation system. The provision of federal funding for these projects emphasizes the national recognition of the important role that bicycle and pedestrian facilities can play.

**Resource
Gap**

Generally, the needs identified for bicycle and pedestrian facilities can be met within existing funding programs, and a separate, new funding source at the state level is not required. Bicycle and pedestrian travel can be improved, however, if bicycles and pedestrians are more fully considered in the planning and design of other transportation improvement projects and if selected bicycle and pedestrian facilities are



eligible for state funds. Bicycle and pedestrian facilities should be considered for inclusion on all construction and reconstruction projects for state highways in populated areas. Other facilities that would reasonably be eligible for state funds include facilities intended to serve state funded transit, and other facilities that contribute to mobility by serving major intracity trips, as recognized in a local or regional transportation plan.

HIGHWAYS

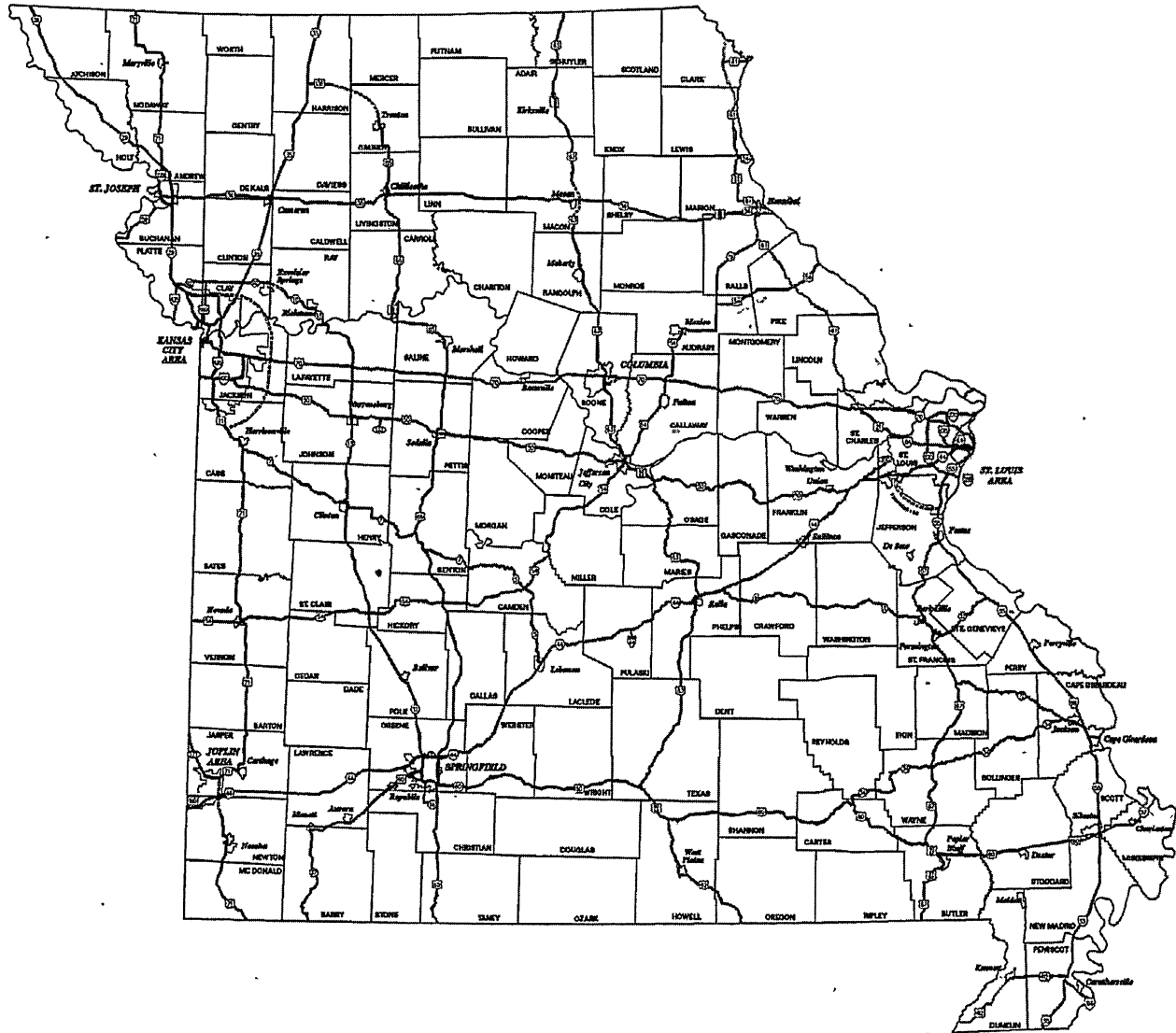
Overview

With 32,372 miles of state highways, Missouri has the sixth-largest state highway system in the United States. The Missouri Department of Transportation (MoDOT), under the direction of the Missouri Highway and Transportation Commission (MHTC), is responsible for developing and maintaining the state highway system. The state highway system consists of the following types of roadways:

Functional Classification	Rural Mileage	Urban Mileage	Total Mileage
Interstate	810	368	1,178
Freeways & Expwys	--	275	275
Principal Arterials	3,043	704	3,747
Minor Arterials	3,399	302	3,701
Major Collectors	17,948	--	17,948
Minor Collectors	5,454	--	5,454
Urban Collectors	--	62	62
Local	--	7	7
TOTAL	30,654	1,718	32,372

In November, 1995, the U.S. Congress approved the National Highway System (NHS). The purpose of the NHS is to focus federal highway spending on restoring and upgrading a limited set of roadways that represent the most significant economic activities. The NHS consists of 161,000 miles of Interstate highways and other heavily traveled roads. In Missouri, 4,475 miles of highways are part of the NHS. Missouri's portion of the NHS is shown in Exhibit IV-3. This system constitutes only about 14% of Missouri's state highway system but carries about 48% of the total miles highway travel.

Exhibit IV-3 Missouri National Highway System



Plans and Programs

The most recent comprehensive assessment of highway needs occurred in 1992 when the MHTC proposed a 15-Year Highway and Bridge Program. A summary of the 15-Year Plan is shown in Exhibit IV-4. The program consisted of a project-specific listing of proposed improvements, including new dual lane and other highways, bridge replacement and rehabilitation, pavement replacement and resurfacing, shoulder improvements, safety projects, and other improvements.



In 1995, the MHTC developed a Short-Term Action Plan (STAP). The STAP called for accelerating progress on projects from the 1987 Proposition A program and a priority group of projects from the 1992 15-Year Plan, such that construction could begin on those projects during the period from April, 1995 to December, 1998. Because a \$500 million bonding package was not established during 1996, the completion date of the STAP was shifted back one year to December, 1999.

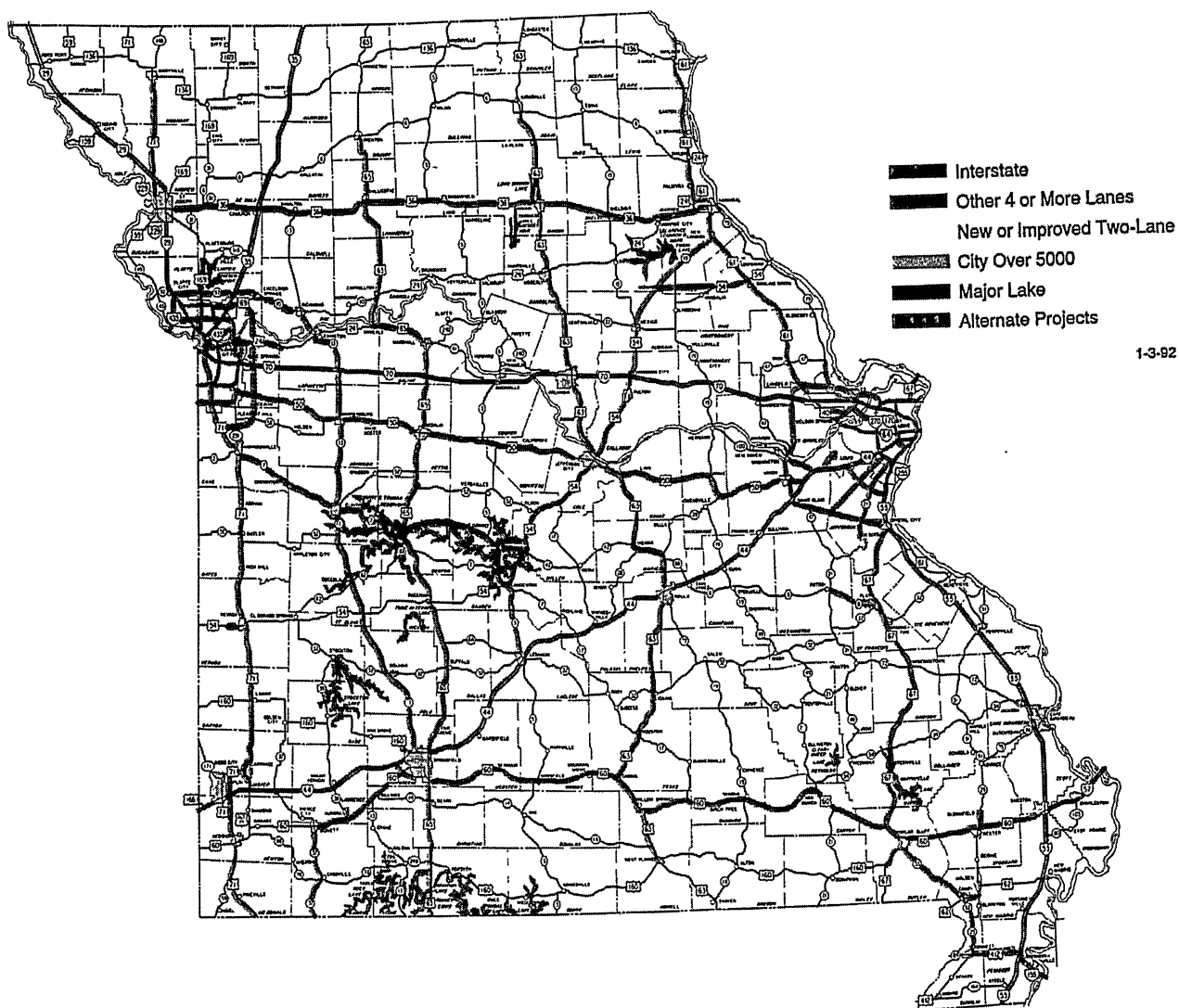
In December, 1996, MHTC clarified the status of the 15-Year Program and the STAP. That clarification included a commitment to have the STAP projects under construction by December, 1999. It was indicated that the timing, scope, and

priorities of the projects in the 15-Year Program which will not have been put under construction by the end of the STAP is uncertain because of uncertainties in transportation program revenues and in project scope and details.



Within the urbanized areas, the metropolitan planning organizations (MPOs) have prepared Long-Range Transportation Plans as well as multi-year Transportation Improvement Programs (TIPs).

Exhibit IV-4 15-Year Highway Plan



1-3-92



**Investment
Needs**

The MoDOT (then Missouri Highway and Transportation Department) planning processes leading to the development of the 15-Year Plan appear to have identified appropriately the priority corridors in which highway upgrades and expansions are warranted, the extent of bridge replacement and rehabilitation required, and the extent of major and minor roadway reconstruction and resurfacing needed for long-term system management. It also appears that some of the specific project concepts identified in the 15-Year Plan may not be warranted based on traffic service requirements. On the other hand, some of the project concepts identified may not provide sufficient capacity or traffic service to meet the needs in high growth areas. It is impossible to assess 10 or 15 years in advance exactly what kind of improvement will be needed and warranted.

To provide an estimate of the range of long-range highway needs without a project-by-project listing, a generalized, macroscopic methodology was applied to the needs originally identified in the planning processes leading to the development of the 15-Year Plan. This estimate is intended to represent needs, after completion of the STAP. The following methods and assumptions were used:

- Actual construction cost data since 1992 for seven generalized work types has been used.
- 4.5 percent annual project growth and inflation in construction, right-of-way, and engineering costs has been assumed.

Table IV-1: Highway Needs (Post-STAP)
(millions)

Work Type	Length/Number	Estimated 85% over 16 years	Cost 100% over 20 years
Add Lanes	700 miles	\$ 4,457	\$ 5,792
Four Laning	1,600 miles	9,940	12,918
New Two Lane	585 miles	1,813	2,357
Major Bridges	25	811	1,054
Minor Bridges	1,175	2,160	2,807
Major Resurfacing	4,200 miles	1,926	2,502
Minor Resurfacing	20,200 miles	633	823
TOTAL		\$ 21,740	\$ 28,253

These estimates represent the total needs for the highway construction program, including construction contracts, right-of-way costs, and engineering costs

Existing Resources

MoDOT receives revenues from the state fuel tax and other sources and federal-aid highway funds for the current highway program. These funds are applied to a number of areas in addition to highway construction. Table IV-2 shows the forecasted amount of revenue from these sources and the disposition of this revenue over the next 20 years.

State revenue:	2.11% annual growth rate
Federal-aid:	0.00% annual growth rate -- FY 98 through FY 02
	1.50% annual growth rate -- FY 03 and beyond
MoDOT maintenance:	4.00% annual growth rate
MoDOT admin./fringes:	3.00% annual growth rate
Prop A cap agencies:	Spending at 100% of cap



**Table IV-2: Forecasted Highway Revenues and Uses
(\$ Millions)**

Fiscal Year	State Revenue	Admin. & Fringe	Maint.	Other State Agencies	State Funds for Construction	Total Federal Aid	Federal Aid to Others	Estimated Federal Aid	Total Available For Construction
2000	885	124	298	185	278	491	87	404	682
2001	903	128	310	188	276	491	87	404	681
2002	922	132	322	190	275	491	87	404	682
2003	942	135	335	193	273	498	89	410	688
2004	962	140	349	196	271	506	90	416	694
2005	982	144	363	199	268	513	91	422	699
2006	1003	148	377	201	265	521	93	428	705
2007	1024	153	392	204	262	529	94	435	710
2008	1046	157	408	207	258	537	96	441	715
2009	1068	162	424	210	253	545	96	448	727
2010	1090	167	441	213	248	553	96	455	731
2011	1113	172	459	216	242	561	96	465	736
2012	1136	177	477	219	235	570	96	474	739
2013	1160	182	496	222	228	578	97	481	743
2014	1185	188	516	225	220	587	97	490	746
2015	1210	193	537	228	212	596	97	499	750
2016	1265	199	558	231	202	605	97	508	782
2017	1262	205	580	235	192	614	97	517	755
2018	1288	211	604	238	181	623	97	526	755
2019	1315	217	628	241	169	632	97	535	757
20-Year Total	21,761	3,332	8,874	4,241	5,314	11,041	1,877	9,163	14,477

These forecasts are based on the following assumptions:

The 4.0% and 3.0% annual growth rates for MoDOT maintenance and administration, respectively, represent budget policies being recommended by the Total Transportation Commission. These are discussed in more detail in Section VI – Recommendations and Conclusions.

Resource Gap

Based on the above needs and existing resources, it is estimated that the **resource gap for highway improvements is approximately \$10,316 to 13,776 million (85% to 100% of identified needs)**. Depending on the period over which these needs are addressed, the **annual gap ranges from approximately \$645 to 689 million (16-year and 20-year, respectively)**.

PORTS AND WATERWAYS

Overview

Within Missouri, three riverways are defined, the Upper Mississippi River from the Iowa state line to the mouth of the Ohio River, the Lower Mississippi from the Ohio River to the Arkansas state line and the Missouri River from the Iowa state line to the mouth at the Mississippi River. There are more than one thousand miles of navigable waterways with a channel of nine feet deep and 300 feet wide. Throughout the state, there

are fourteen public port authorities, twelve along the Mississippi River and two along the Missouri River. The locations of the public port authorities are shown in Exhibit IV-5. There are over two hundred privately owned and operated water terminals along Missouri and Mississippi within the state of Missouri. On the waterside, the U.S. Army Corp of Engineers maintains the navigable channel through dredging operations. Maintenance of the Mississippi River also involves the operations of three locks and dams along the state of Missouri which are critical to the river operations.

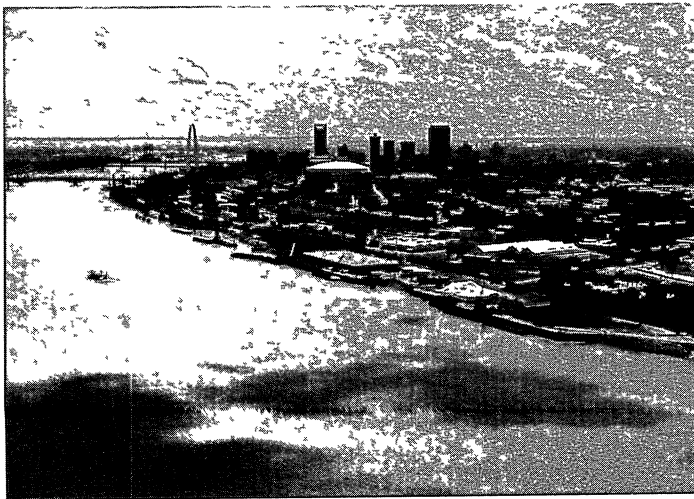
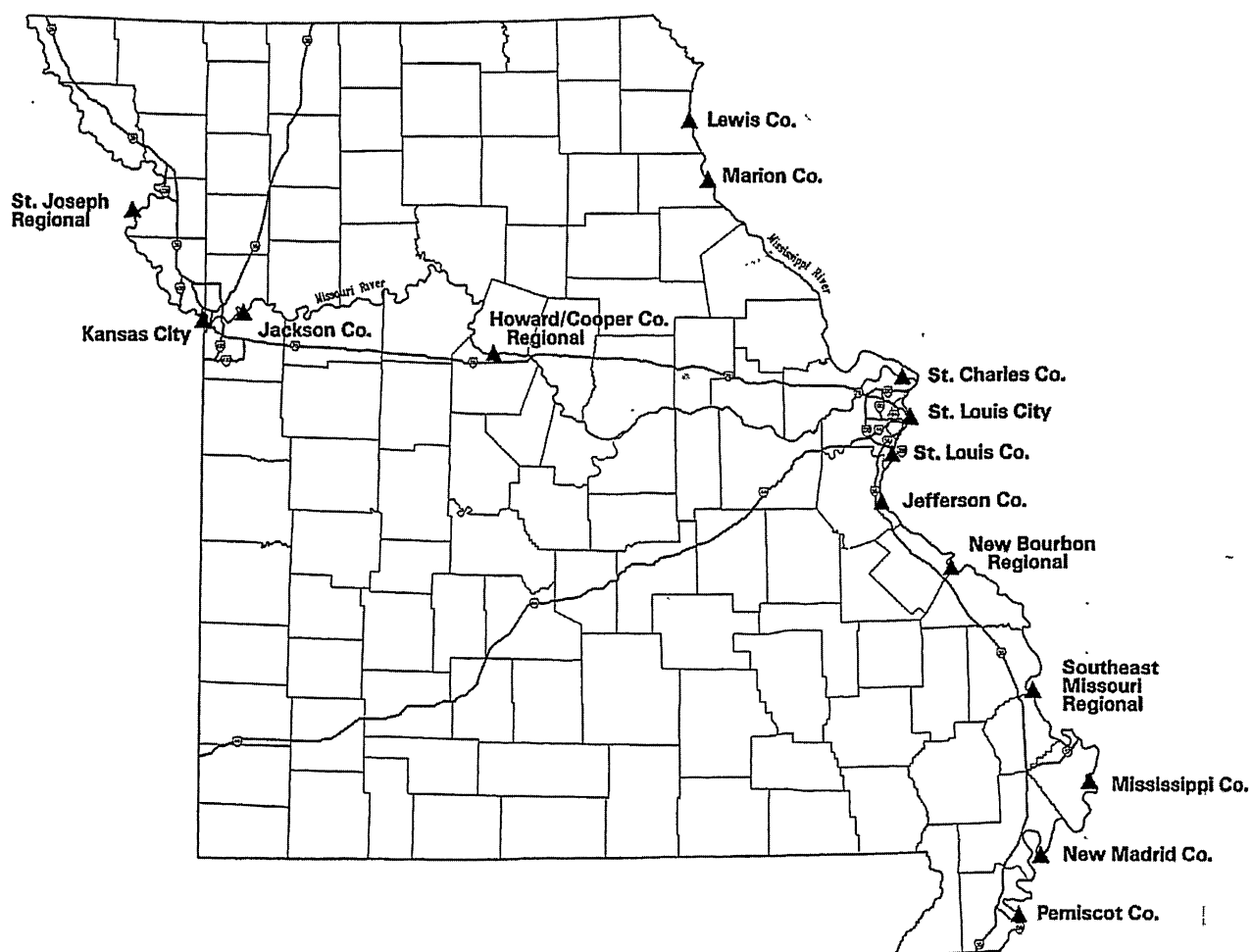


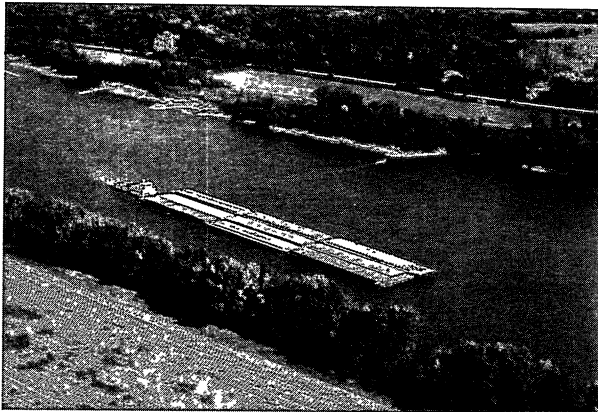
Exhibit IV-5 Ports and Waterways

For many ports the lifeblood is being truly intermodal, that is having an interface among barge, rail and truck. Considering the type of commodities moved by barge (non-time sensitive bulk products) rail interface is a critical component. There are three basic elements involved, the waterside component, the terminal or transfer point and the landside component. The landside component is the element where the Missouri Department of Transportation has the potential for the most impact by providing and maintaining safe and efficient highways to over two hundred ports throughout the state.

The Inland River system serves eighteen states. Comparisons of these states can be useful in establishing benchmarks for "best practices" in facilitating waterborne commerce, with the following cautions. First, half of these inland waterway states also operate deep water ports, which can handle larger quantities of cargo than shallow-draft river ports. Second, the production and consumption of materials that are preferentially moved along the waterways (coal, minerals, petrochemicals, grain, etc.) are differentially distributed among the inland waterway states. Third, the cost and availability of alternative modes (e.g., truck and rail) is different in each state. Finally, the institutional structures for developing, maintaining, marketing and funding public ports are very different. With such an understanding, the following observations are made:

System: While the majority of states have more than one river system, Missouri has the longest river frontage (488 miles on the Mississippi and 552 navigable on the Missouri, for a total of 1040 miles), nearly twice the average length of other states' systems.





Tonnage: In 1995, Missouri's public and private ports handled 28.0 million tons of freight. Among all inland waterway states, Louisiana was the leader with 507.4 million tons. Not coincidentally, the top five states by tonnage operate deep-water ports. Among states without deep-water ports, Kentucky ranked first (79.1 million tons), followed by West Virginia (79.1 million tons); both of which handle massive amounts of coal and petrochemicals. If one considers the deep-water and coal states as not comparable to Missouri, Missouri would rank second.

Rank	States With Deep-Water Ports	Tons (Million)	Rank	States Without Deep-Water Ports	Tons (Millions)
1	Louisiana	507.4	1	Tennessee	43.5
2	Ohio	123.7	2	Missouri	28.0
3	Pennsylvania	122.0	3	Iowa	16.1
4	Illinois	114.7	4	Arkansas	13.2
5	Indiana	80.5	5	Oklahoma	3.2

Plans and Programs

As part of the Total Transportation Plan – 15-Year Program for Aviation, Railroads and Waterways prepared in 1992, a series of potential waterways projects capital improvements were identified. A series of capital improvements were identified in three five-year stages. Specific projects were identified for the first stage and attributed to specific port authorities. Costs, in 1993 dollars, for the projects were identified by three funding sources; state, federal/local and private. Administrative funding was also estimated. In the first five years, state funding for capital improvements totaled nearly \$24 million, averaging over \$4.7 million per year.

The majority of identified needs are capital projects. Due to the intermodal nature of ports, a further distinction will be made if the proposed improvement is waterside access, facility based or landside access. Capacity projects for ports include construction of harbor facilities (waterside access), storage and

**Investment
Needs**

conveying equipment; such as cranes, magnets, buckets, etc., as well as other building or site improvements such as drainage and gates (facility or terminal based) and construction of rail and roadway linkages (landside access).

Discussions with the Midwest Area Rivers Coalition (MARC 2000) have provided additional information in a format consistent with the prior 15-year plan. MARC 2000 estimates needs at \$68.3 million (current dollars). The MARC 2000 data considers nine ports, two of which are in a developmental stage, and it does not take into account the remaining five port authorities. This study assumes that continued capital investments are made in the remaining public port authorities until all current public port authorities are active.

The projects identified in the previous program and refinements by Missouri Port Authority Association (MPAA) and MARC 2000 appear to represent a reasonable assessment of the State's needs. Assuming some refinements in the improvements project concepts and an annual inflation/project growth rate of 4.5 percent, it is estimated that the **ports investment needs for the next 16 to 20 years range from \$116 to \$151 million.**

**Existing
Resources**

Capital improvement matching grants contributing 80 percent of the funds with the local port authorities contributing 20 percent of the funds for specific projects of port development are provided under Chapter 68 of the Missouri Revised Statutes. As of 1997, these grants have not been implemented by the general assembly. Additional capital improvement grants were available from the Third State Building Fund on a non-matching basis. The Third State Building Fund was started in FY 1983 with grants to be appropriated by the general assembly on a project by project basis. No new appropriations have been made for the last few years, except for some minor projects funded by accumulated interest.

Therefore, there basically are no existing state or federal resources for port improvements. All improvements currently through user fees and local funding sources.



In this resource analysis, it is assumed that public policy established in Chapter 68 is continued. Any new state resources provided for port improvements would contribute 80 percent of the cost of the improvement and the local port authority would contribute 20 percent of the cost. Therefore, existing resources are shown representing 20 percent of the cost of the needs. These local funds would consist of user fees or other local funding sources.

Resource Gap

Based on the above needs and existing resources, it is estimated that the resource gap for port improvements is approximately \$93 to 121 million (85% to 100% of identified needs). The annual gap is approximately \$6 million over either the 16-year or 20-year periods.

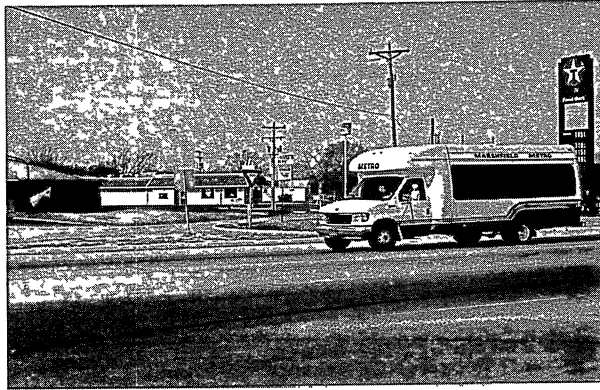
PUBLIC TRANSIT AND PARATRANSIT

Overview

Public transportation systems in the state of Missouri cover the entire state and provide for over 70 million rides annually. The state's systems range from the large multi-modal transit system in the St. Louis metropolitan area, recently recognized nationally as one of the nation's best urban transit systems, to one-vehicle systems in rural communities operated by volunteers. It is helpful to classify the state's systems as follows:



- **Large Urban Systems.** The Bi-State Development Agency in St. Louis and the Kansas City Area Transportation Authority (KCATA) in Kansas City provide a range of transit services in the state's major metropolitan areas.
- **Small Urban Systems.** Transit systems in Springfield, St. Joseph, Columbia, and Jefferson City provide fixed route transit service to the general public, but at a reduced scale.



- **Community Transportation Systems.** This classification includes over 200 service providers focusing on the needs of persons with disabilities and elderly persons throughout Missouri's smaller communities and rural areas.

These systems are depicted in Exhibit IV-6.

Paratransit refers to transit services in both urban and rural areas that provide transportation services primarily geared to the elderly, infirm, or those otherwise with limited access to transportation. Paratransit service generally does not operate on a fixed route or schedule, but rather meets the defined trip needs of patrons (such as medical trips) anywhere within a defined geographic zone.

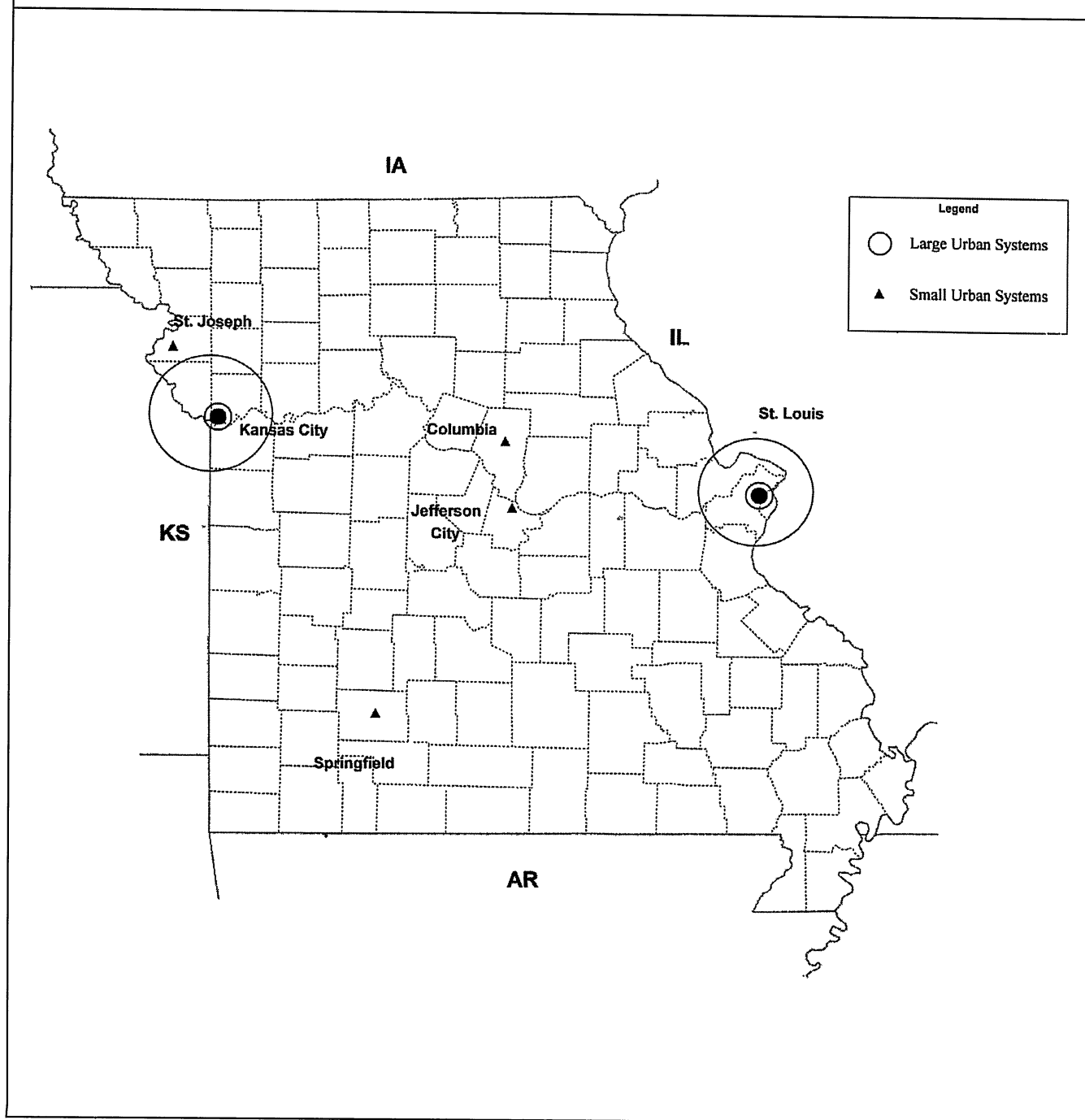
Plans and Programs

The public transportation needs in the St. Louis and Kansas City metropolitan areas have been thoroughly analyzed as part of the comprehensive transportation planning process conducted on an ongoing basis in these communities by the metropolitan planning organizations (MPOs), the transit agencies, and local jurisdictions. These transportation plans address objectives such as economic development, urban core revitalization and continued competitiveness with other metropolitan areas as well as mobility needs.



The public transportation needs of the state's smaller urban areas are less well defined. Severe limitation in funding in recent years has resulted in substantial reductions in service levels and ridership. The re-establishment of transit systems in these urban areas as a viable component of the transportation system is the priority need.



Exhibit IV-6 Public Transit Systems

Investment Needs

The Multi-Modal Section of MoDOT has responsibility for public transportation programs. The Department's role in urban areas is limited but the agency plays a significant role in public transportation outside the urban areas. The administration of the various federal funding programs is the most visible role.

The public transportation needs assessment was conducted utilizing existing transportation plans from around the state. The results of this compilation are shown in Table IV-3.

Table IV-3: Summary of Public Transportation Needs

	Capital Programs	Transit Services
Large Urban Systems	<ul style="list-style-type: none"> ■ Light Rail Transit: St. Louis has plans for over 80 miles of new LRT in addition to the LRT currently in place or under construction. Kansas City is pursuing over 25 miles of LRT in two corridors for new service and replacement of older vehicles. ■ New or renovated maintenance facilities, park and ride lots, transfer centers and other passenger amenities. 	<ul style="list-style-type: none"> ■ Expanded bus service, including new express service for areas presently unserved. ■ Operation of new LRT service ■ Expanded and improved paratransit service for persons with disabilities and elderly persons. ■ Expanded services will double current ridership levels.
Small Urban Systems	<ul style="list-style-type: none"> ■ Bus acquisition for new service and replacement of older vehicles. ■ New or renovated maintenance facilities and expanded passenger amenities. 	<ul style="list-style-type: none"> ■ Maintain current levels of bus service ■ Replace service that has been eliminated during the past ten years. ■ Provide expanded and improved service to support new development. ■ Expanded services will double current ridership levels.
Community Transportation	<ul style="list-style-type: none"> ■ Bus and van acquisition for new service and replacement of older vehicles. 	<ul style="list-style-type: none"> ■ Expand service by two to three time current levels to meet estimated needs. ■ Improve services through coordination among service providers. ■ Expanded services will increase ridership by two to three times current levels.



The needs identified range from expanded paratransit services in the state's smaller communities to modern light rail transit systems in the major metropolitan areas to keep Missouri cities competitive with others across the country.

The following assumptions, based on coordination with transit agencies, MPOs, the Missouri Public Transit Association (MPTA), and MoDOT, have been used to estimate future investment needs for public transit:

Capital costs:	4.5%	annual project growth/inflation rate
Operating costs:	4.0%	annual growth, plus incremental increases based on the addition of new services, such as light rail transit

The 4.0% annual growth rate for operating costs represents a budget policy being recommended by the Total Transportation Commission.

Based on the identified needs and programs and the above assumptions, it is estimated that the public transit capital investment needs for the next 16 to 20 years range from \$3,301 to \$4,290 million. It is estimated that the public transit operating costs for the next 16 to 20 years range from \$4,366 to \$5,964 million.

Existing Resources

Table IV-4 summarizes current capital and operating expenditures for transit service. It also shows how public transportation services are funded through a mix of local, state and federal funds. In 1996 the passage of HB 1004 marked the first use of state general revenues for urban transit systems. The \$7.7 million from HB 1004 along with \$3 million in the Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) funding, administered by MoDOT comprises the state's transit funding program.

Table IV-4:
Current Statewide Public Transportation Programs (\$1,000,000)

System	Capital Expenses	Operating Expenses	Total Expense	Local Funding	State Funding	Federal Funding
Large Urban Systems	28.3	148.4	176.7	108.2	0	36.6
Small Urban Systems	1.2	8.0	9.2	5.7	0	3.0
Community Systems	2.8	11.2	14.0	3.6	3.0	7.4
Statewide Totals	32.3	167.6	199.9	117.5	3.0	47.0

Source: Missouri Transit Systems and TranSystems Corporation

Notes: Figures reflect fiscal years 1994 and 1995

Funding from HB 1004 is not shown

The following assumptions, based on coordination with transit agencies, MPOs, the Missouri Public Transit Association (MPTA), and MoDOT, have been used to forecast future revenues for public transit funding anticipated from existing sources:



Local funding: 3% annual growth

¼ cent sales tax included in St. Louis starting in year 10

State funding: Does not include Missouri state funding from HB 1004 passed in 1996

Federal funding: Operating assistance program in urban areas will be eliminated

Non-urban and elderly and disabled funding programs will be maintained, but without an increase in funding levels

Capital assistance program

0.00% annual growth rate – FY 98 through FY 02

1.50% annual growth rate – FY 03 and beyond

Capital assistance programs for new buses and other routine capital needs will provide 80% of the cost in urban areas, and 50% of the cost in non-urban areas

Capital assistance for rail transit for Missouri will not be more than 10% of the total federal rail capital program

Capital assistance for LRT development will provide no more than 50% of the cost in Kansas City and St. Louis

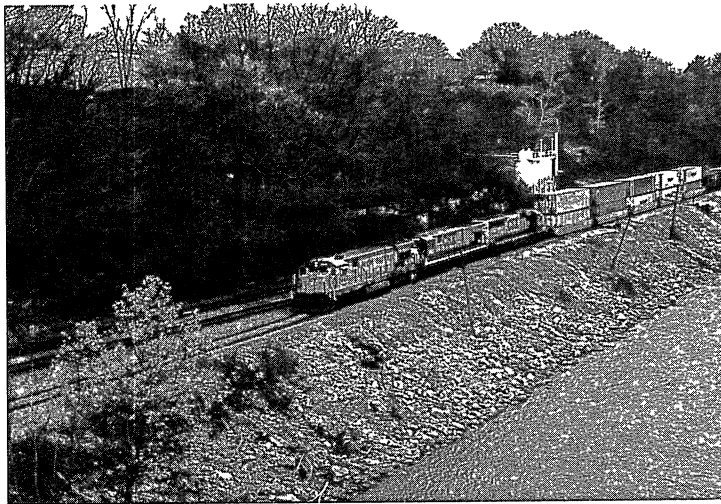
Resource Gap

Based on the above needs and existing resources, it is estimated that the resource gap for public transit capital improvements is approximately \$1,046 to 1,378 million (85% to 100% of identified needs). The resource gap for public transit operating assistance is approximately \$552 to \$683 over the 16- to 20-year period. Depending on the period over which these needs are addressed, the total annual gap ranges from approximately \$100 to 103 million (16-year and 20-year, respectively).

FREIGHT RAIL

Overview

Missouri has a long and storied rail history as a place where eastern railroads met western railroads. St. Louis and Kansas City have long been points for the interchange of traffic moving between the east and west. Even in today's era of mega railroads, there are still no transcontinental railroads, and east still meets west in Missouri.



The Missouri Rail System consists of almost 4,500 miles of line over which some of the nation's largest railroads operate. That trunk-line service is supplemented by smaller Class II and Class III carriers¹ many on lines formerly operated by the larger railroads. Two Class I carriers, Burlington Northern and Santa Fe (BNSF) and Union Pacific (UP), together operate 64 percent of the statewide system. The Burlington Northern and Santa Fe Railway was created in a 1995 merger of the Burlington Northern and the

Atchison, Topeka and Santa Fe. The Southern Pacific and the St. Louis Southwestern were merged with the Union Pacific Railroad Company in 1996, which absorbed the Chicago and North Western in 1995. Also in 1996, the Kansas City Southern (KCS) began the process to acquire the Gateway Western as did Montana Rail Link to acquire the lines in Missouri formerly operated by CP Rail. Current merger actions involve the Norfolk Southern. These railway mergers will, probably, result in the spin-off of additional lines to short line or regional carriers. Almost 800 miles or 18 percent of the state rail system are operated by these smaller railroads. The rail system in Missouri is shown in Exhibit IV-7.

¹ State funds were used in a rail project for the Pemiscot County Port Authority, a public agency.



Exhibit IV-7 Freight Rail



Plans and Programs



Investment Needs

The Missouri Department of Transportation (MoDOT) is charged with railroad planning, project implementation, and the Amtrak State Assistance Program. The MoDOT-prepared 1995 Missouri Rail Plan Update is the most current rail freight document. The Missouri freight rail program has consisted of the provision of financial assistance to maintain service on those components of the Missouri rail system which have had low traffic levels (light density lines [LDLs]) and as a result have not earned enough to encourage owners to reinvest in the properties. In the worse case, this situation leads to line abandonment. The LDLs typically provide only local service and quite often are significant factors in the local economy and economic development efforts.

Seventeen rail projects were facilitated by the MoDOT between 1979 and 1995 with a total value of \$18.1 million, averaging \$1.13 million per year with 50/50 federal and local funds. This total does not include the \$7.0 million the Department obtained and administered for 1993 flood relief. The 1995 Rail Plan Update identified additional projects totaling \$3.6 million in estimated costs. Historical funding and the anticipated growth of short line and regional carriers indicate project funding needs of \$2 million per year.

The projects identified in the State Rail Plan appear to represent a reasonable assessment of the State's needs. Assuming some refinement in the improvement project concepts and an annual inflation/project growth rate of 4.5 percent, it is estimated that the rail investment needs for capital improvements to light density lines for **the next 16 to 20 years range from \$28 to \$31 million.**



**Existing
Resources**

Public funding for the Missouri freight rail program has been largely derived from the federal LRFA program. By federal law, only 50 to 70 percent (depending on project type) of a potential rail project can be funded through LRFA. The remainder must be furnished through other sources which, for example, may include a state or local government, a shipper/community group, a railroad, or a private investor. **The federal program is not funded at the present time and future funding is not likely.**

There are no state funds available as the State of Missouri, through the State Rail Preservation Act, Chapter 680, specifically prohibits the use of state funds, property, or credit to assist in the funding of the required match. The state is authorized, however, to assist other entities such as those mentioned above, in evaluating their circumstances and obtaining the necessary funds. Unless this provision is modified¹, the program will have to depend on monies which may be available for rail from ISTEA, other federal sources, or local governments.

In this resource analysis, it is assumed that public policy established in currently unfunded federal program is continued. Any state resources provided for LDL rail improvements would contribute 50 percent of the cost of the improvement and the local funds would contribute 50 percent of the cost. Therefore, existing resources are shown representing 50 percent of the cost of the needs.

**Resource
Gap**

There is a continuing need for public assistance to maintain local rail service especially considering the recent railroad mergers. Past expenditures in Missouri compare favorably with other states implementing rail projects without state funds. The states with the most active programs, however, have access to state funds. The most pressing need for continuance of the

¹ State funds were used in a rail project for the Pemiscot County Port Authority, a public agency.

Missouri rail program will be the replacement of the federal LRFA funding source.

Based on the above needs and 50/50 local matching requirements, it is estimated that the resource gap for rail improvements on light density lines is approximately \$14 to 16 million (85% to 100% of identified needs). The annual gap is approximately \$1 million over either the 16-year or 20-year periods.

Rail/Highway Crossings



Needs

With the continuing increase in highway vehicular traffic and the growth of rail freight traffic combined with the renewed interest in rail passenger transportation have become an issue of concern not only in Missouri, but nationally. In 1995, there were 4,335 at-grade rail-highway crossings in the state equating to almost one crossing for every mile of the state's rail system. Of the total crossings, 2,785 (64 percent) still have passive warning devices (cross bucks, stop signs). The remaining 1,550 have some form of active warning device (flashing lights, gates, etc.).

Two state agencies are involved in Missouri's rail-highway crossings -- The Department of Transportation and the Department of Economic Development's Division of Motor Carrier and Railroad Safety. The Division of Motor Carrier and Railroad Safety also participates in the Operation Lifesaver program.

Approximately 40 at-grade crossing projects are accomplished each year. These projects include warning device upgrades, from passive to active devices or upgrades of active devices, hazard eliminations, crossing surface improvements, or crossing consolidations. Crossing improvements are prioritized using an exposure index.

A national goal is to close 25 percent of all rail-highway at-grade crossings by the Year 2000. It is not anticipated Missouri will meet this quota. Missouri's goal is to try to close 25 crossings per year. Closures are accomplished through the consolidation process whereby a number of crossings, such as in



a corridor or in a jurisdiction, are examined together to determine the use and function of each. In this manner it can be determined if any crossings are or would be redundant if improvements were made to other crossings, or if a grade separation were implemented.

Another program element in Missouri is the interconnection of grade crossing signals with highway traffic signals. There are 25 interconnected locations within the state. A policy has been adopted for the bi-annual inspection of both railroad warning devices and traffic signals. Missouri has also developed a warning label to be posed inside both the railroad signal bungalow and the traffic signal cabinet.

In an effort to improve the crossing safety program, a new corridor improvement concept is being implemented. This concept will allow any railroad to submit a plan that utilizes railroad money combined with federal and state money to make crossing corridor improvements. This program will allow railroad companies to better plan and schedule crossing improvements which should, in turn, keep the improvement costs down.

INTERCITY PASSENGER TRANSPORTATION

Overview

Six Amtrak passenger trains serve or have served various cities in Missouri in recent times. The Southwest Chief operates daily between Chicago and Los Angeles via Kansas City and Albuquerque. Station stops in Missouri include LaPlanta, Marceline and Kansas City. The Texas Eagle operates between Chicago and Dallas, Texas and points south and west, via St. Louis and Little Rock on a tri-weekly schedule but is scheduled to be eliminated in May 1997. Missouri stops are at St. Louis and Poplar Bluff. The State House is a daily train between Chicago and St. Louis, the latter being the only city served in Missouri. The Ann Rutledge operates daily between Chicago and Kansas City, via St. Louis. Cities served in Missouri include St. Louis, Kirkwood, Washington, Hermann, Jefferson City,



**Plans
and
Programs**

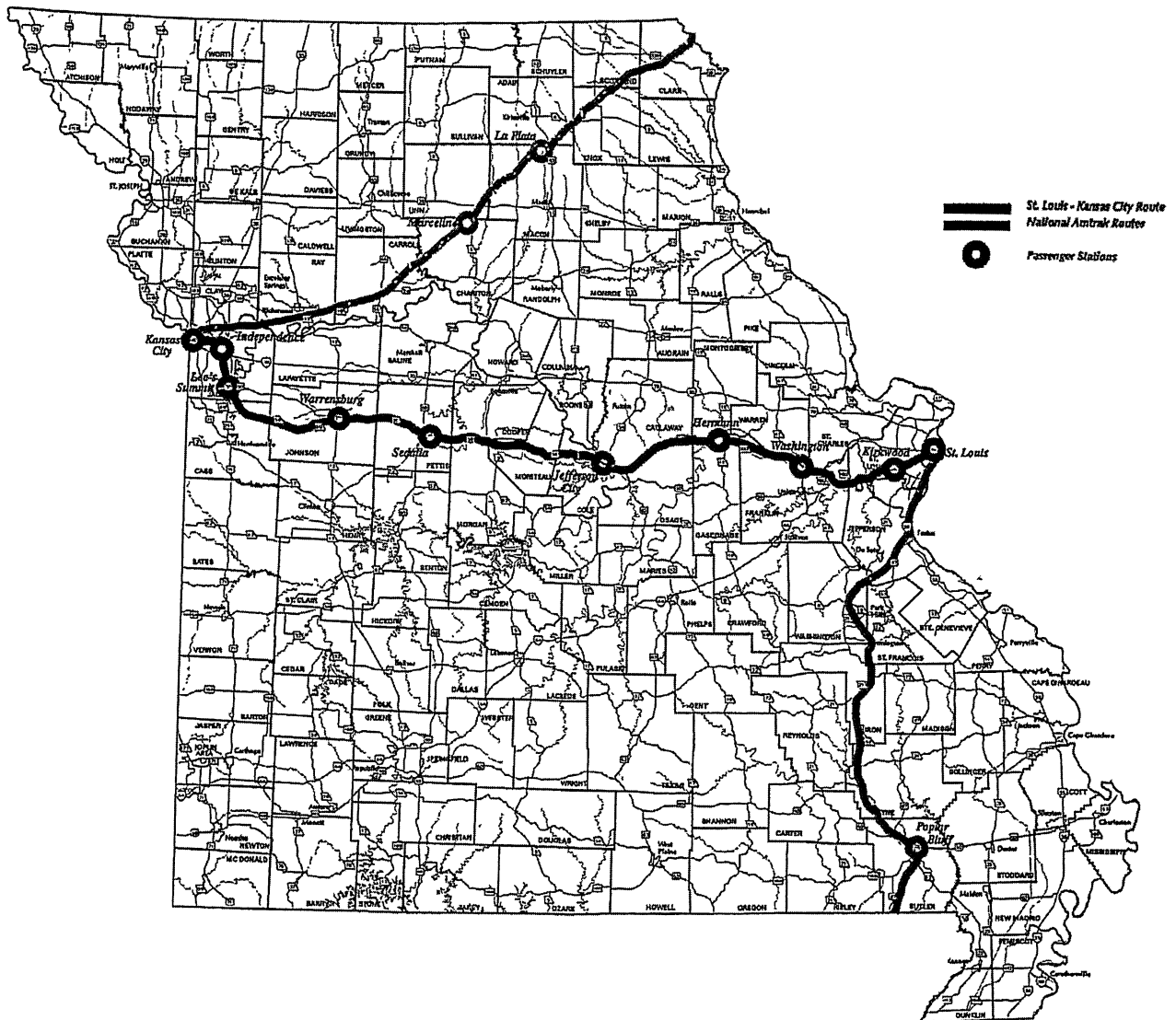
Sedalia, Warrensburg, Lee's Summit, Independence and Kansas City. The St. Louis Mule/Kansas City Mule provides another daily round trip between St. Louis and Kansas City. In the eastbound direction it is the St. Louis Mule, while in the westbound direction it is the Kansas City Mule. Passenger rail routes in Missouri are shown Exhibit IV-8.

In 1988, a St. Louis - Kansas City High Speed Rail Service Improvement Pre-Feasibility Study concluded that in order to meet the state's goal of improving rail service in a cost-effective manner, a third daily St. Louis - Kansas City round-trip should be added, and all three trains should operate at existing speeds. It was estimated a 25-percent increase in ridership would result at an additional net cost to the state of \$1,000,000 annually for operating costs and \$7,500,000 in capital costs for the new train consists (five cars). Currently, these expenditures are estimated at \$3.6 million in annual operating costs and \$15 million for equipment for two train sets.

Also, MoDOT is participating in the Midwest Rail Initiative, an effort to develop a business plan for a Chicago-hubbed regional passenger rail system. This plan will serve as a "blueprint" for preserving, improving and expanding passenger rail services within the Midwest region. Nine Midwestern states, together with Amtrak and the Federal Railroad Administration, have formed a partnership to evaluate the potential of such a system. A recently initiated study will examine the feasibility of various service and equipment options, focusing on medium-distance (200-300 miles) corridors radiating from Chicago. Existing routes will be analyzed in an effort to identify potential efficiencies and cost savings associated with a regional rail system approach.



Exhibit IV-8 Passenger Rail



**Investment
Needs**

Amtrak has experienced significant recent budget deficits and has attacked them with efforts to increase revenues, reduce costs and increase state contributions. Increasing the portion of costs borne by each state for the Amtrak services it supports is planned to increase total state funding from \$36 million in FY 1995 to \$132 million in FY 2001 nationwide. **Missouri has yet to be informed of its new Amtrak costs and planning for new rail passenger services is not far enough along to permit cost estimates to be made.**

Negotiation of new Amtrak contracts for state-supported service negates comparison of costs with other states. To date, only Illinois has reached agreement with Amtrak and its costs will more than triple over the life of its three-year contract from its current costs (\$2.6 million to \$7.95 million with less service).

Although there is considerable uncertainty due to future federal policies, it is estimated that the **passenger rail capital investment needs for the next 16 to 20 years range from \$24 to \$27 million.** It is estimated that the **passenger rail operating costs for the next 16 to 20 years range from \$147 to \$235 million.**

In addition, there is a need for a seamless intercity passenger transportation system that could be implemented through a combination of passenger rail, connecting motorcoach, and connecting rural paratransit. The system would develop and present a unified statewide marketing identity and would promote the joint use of passenger terminals by all modes.

**Existing
Resources**

Currently the state contribution to the operations of the two daily St. Louis-Kansas City passenger trains is \$3.6 million per year. In addition, \$150,000 per year is spent on advertising through a cooperative agreement with Amtrak, and \$25,000 to \$150,000 are spent on station repairs and improvements annually.



**Resource
Gap**

Based on the above needs and existing resources, it is estimated that the **resource gap for passenger rail capital improvements is approximately \$21 to 24 million over the next 16 to 20 years.** The resource gap for passenger rail operating assistance is approximately \$73 to \$161 over the 16- to 20-year period. Depending on the period over which these needs are addressed, the **total annual gap ranges from approximately \$6 to 9 million (16-year and 20-year, respectively).**

The integrated intercity passenger transportation system discussed above could be implemented through the coordinated application of passenger rail funding, public transit funding, and the regional transit coordination strategies discussed in Section V.

STATEWIDE TOTAL TRANSPORTATION SUMMARY

Two estimates have been prepared for the investment needs, existing resources, and resource gap. The first estimate represents meeting approximately 85% of the previously identified needs over approximately a 16-year period. The second estimate represents 100% of the previously identified needs being addressed over a 20-year period. (The period over which the needs are estimated affects the estimated total cost of the needs because of the assumed 4.5 percent project growth and inflation factor used.)

**Investment
Needs**

The investment needs for each transportation mode are summarized in Table IV-5. These needs do not include routine administration and maintenance which are generally funded from local funding sources or user fees.

Table IV-5: Investment Needs (Millions of \$)

	Capital		Operating		Total	
	16 years	20 years	16 years	20 years	16 years	20 years
	85%	100%				
Aviation	\$266.7	to 346.7	\$ --	to --	\$266.7	to 346.7
Highways	\$21,739.7	to 28,252.8	\$ --	to --	\$21,739.7	to 28,252.8
Ports and Waterways	\$115.9	to 150.6	\$ --	to --	\$115.9	to 150.6
Public Transit	\$3,301.0	to 4,290.0	\$4,366.2	to 5,964.4	\$7,667.2	to 10,254.4
Freight Rail	\$28.0	to 30.9	\$ --	to --	\$28.0	to 30.9
Intercity Passenger Transportation	\$24.1	to 26.7	\$146.6	to 235.2	\$170.7	to 261.9
TOTAL:	\$25,475.5	to 33,097.6	\$4,512.7	to 6,199.6	\$29,988.2	to 39,297.3

Projection of Resources Based on Existing and Expected Funding

Existing transportation funding resources are summarized in Table IV-6 for all modes. The funding resources shown include capital and operating assistance, as estimated to be available over 16-year and 20-year periods. Funding sources vary for each mode, and may include federal aid, state funding from fuel taxes and general revenues, and local assistance.

Table IV-6: Existing Resources (Millions of \$)

	Capital		Operating		Total	
	16 years	20 years	16 years	20 years	16 years	20 years
Aviation	\$84.7	to 108.3	\$ --	to --	\$84.7	to 108.3
Highways	\$11,424.0	to 14,477.0	\$ --	to --	\$11,424.0	to 14,477.0
Ports and Waterways	\$23.2	to 30.1	\$ --	to --	\$23.2	to 30.1
Public Transit	\$2,254.6	to 2,911.6	\$3,813.9	to 5,281.1	\$6,068.5	to 8,192.8
Freight Rail	\$14.0	to 15.5	\$ --	to --	\$14.0	to 15.5
Intercity Passenger Transportation	\$3.0	to 4.0	\$74.0	to 80.0	\$77.0	to 84.0
TOTAL:	\$13,803.5	to 17,546.5	\$3,887.9	to 5,361.1	\$17,691.4	to 22,907.6

Resource Gap Representing Unmet Needs

The difference between the anticipated investment needs and the estimated available funding has been termed the resource gap and is shown in Table IV-7.



Table IV-7: Resource Gap
(Millions of \$)

	16 Year Scenario 85%				20-Year Scenario 100%			
	Capital	Operating	Total	Average Annual	Capital	Operating	Total	Average Annual
Aviation	\$182	\$ --	\$182	\$11	\$238	\$ --	\$238	\$12
Highways	\$10,316	\$ --	\$10,316	\$645	\$13,776	\$ --	\$13,776	\$689
Ports/Waterways	\$93	\$ --	\$93	\$6	\$120	\$ --	\$120	\$6
Public Transit	\$1,046	\$552	\$1,598	\$100	\$1,378	\$683	\$2061	\$103
Freight Rail	\$14	\$ --	\$14	\$1	\$16	\$ --	\$16	\$1
Intercity Passenger Transportation	\$21	\$73	\$94	\$6	\$23	\$155	\$178	\$9
SUBTOTAL	\$11,672	\$625	\$12,297	\$769	\$15,551	\$838	\$16,389	\$820
CONTINGENCY			\$615	\$38			\$819	\$41
TOTAL			\$12,912	\$807			\$17,208	\$861

Many of the needed improvements identified for each mode will improve the efficiency of the transportation system and, thereby, improve overall economic development and business opportunities in Missouri. In addition, there are specific economic development opportunities which can be enhanced through targeted transportation project investments. For example, the construction of a highway interchange or a rail spur, may be needed to permit the construction of a new industrial plant at a given location. These projects are in reaction to specific opportunities and generally would not flow naturally out of the transportation system planning and development process.

Therefore, a need has been identified to establish a flexible, multi-modal project development program, with appropriate resources, to enable the State of Missouri to respond to economic development opportunities quickly and effectively. Such a fund could also be used to respond to emergency transportation needs, such as the Flood of 1993. The resource gap analysis shown in Table IV-7 includes a contingency fund for these purposes, funded at a level of five percent of the resource gap.

Analysis of Needs and Resources

Although all plans aspire to be comprehensive, it is inevitable that there will be additional needs in the future. It is important to implement a continuing, flexible planning process to identify these future needs. The costs of these future, presently unknown, needs are not accounted for in this analysis.



A number of strategies have been identified and recommended to improve the transportation system in Missouri. These strategies, as well as associated actions, are discussed in the context of two of the principal goals, Quality of Life and Competitive Economy. Again, the principle of Fiscal Responsibility and Accountability underlie all the strategies and actions to follow.

FISCAL RESPONSIBILITY AND ACCOUNTABILITY

In all of the strategies and actions that have been developed, the principles of fiscal responsibility and accountability by implementing agencies is implied. Missourians expect that financial decisions should be made after careful consideration and with prudent responsibility. Those responsible for implementing transportation projects and investing the transportation funds should be accountable to the public, the owners of the system, for the decisions and actions that take place.

QUALITY OF LIFE

The strategies and actions intended to enhance the quality of life in Missouri are discussed as they relate to four issues, as shown below and as discussed in the Vision Statement.

- 1. Mobility and Accessibility**
- 2. Safety**
- 3. Environment and Energy**
- 4. Efficient and Balanced Community Growth and Development**
- 5. Policy and Planning**



**ISSUE 1:
MOBILITY AND
ACCESSIBILITY**

Mobility and accessibility are critical to the quality of life for all of Missouri's citizens. Transportation must allow citizens freedom of movement within the cities and regions, and throughout the state. Mobility may be provided by automobiles, airplanes, buses, trains, sidewalks and bikeways. It is important that Missouri's transportation system be accessible to all citizens, no matter what their economic, social or health status may be.

Strategy 1: Highway improvements should be made to reduce congestion and achieve acceptable travel times in rural and urban areas.

Congestion not only decreases the efficiency of the transportation system, but it also compromises safety, and results in wasted fuel and wasted time. Furthermore, congestion is one of the most frequently mentioned aggravations for travelers of all modes.

Action 1: MHTC should focus transportation investment on the Missouri Statewide Transportation Framework (STF).

Action 2: MHTC should identify corridors of regional significance (such as Highway 136, for example) as part of the STF.

Action 3: Enhancements to the corridors of statewide and regional significance and corridors on the National Highway System should be implemented to improve safety and travel times.

Action 4: Priority highway corridor construction should be accelerated.

Strategy 2: General aviation capacity should be maintained, improved, and expanded.

Airports and air travel are a significant component of Missouri's transportation system. Aviation not only connects regions in the state, but it also facilitates transportation across the nation and

across the world. Because Missouri's airports serve freight and goods, as well as people, all of Missouri's citizens benefit from aviation infrastructure. In order to maintain the viability of this mode, resources must be focused on the state's general aviation airports.

Action 1: All general aviation airports of regional importance should be upgraded to current standards to accommodate the type of aircraft anticipated to use the facility.

Action 2: The category of "reliever airport" should be established, identified and prioritized within major metropolitan regions.

Action 3: MHTC, MPOs and regional planning agencies should provide the necessary planning services to evaluate the feasibility of airport authorities and make recommendations to local jurisdictions regarding the establishment of regional systems.

Strategy 3: Public transit and paratransit should be expanded in existing service areas and extended into areas not serviced.

Public transit and paratransit provide an important dimension to transportation in urban and rural areas throughout the state. When well planned and utilized, public transit and paratransit can efficiently serve many kinds of trips, and often provide transportation at a very low cost to the user. This benefits users directly, as well as businesses whose employees use transit, and even motorists who experience less congestion as a result of other commuters using transit. Furthermore, both public transit and paratransit often provide mobility to people who have no other transportation alternatives, making this service an invaluable link to their communities.



Action 1: MoDOT should hold local meetings with MPOs, regional planning agencies and all paratransit players to promote coordination and cooperation of services.

Action 2: Surveys should be completed to determine paratransit needs before drastic changes are made in service.

Action 3: Light rail should be implemented in Kansas City and St. Louis.

Action 4: Transit and paratransit service should be easy to use, responsive to consumer needs, and reasonably available in urban and rural Missouri.

Strategy 4: **Intercity passenger transportation services should be evaluated and enhanced in corridors where the demand or potential demand warrants.**

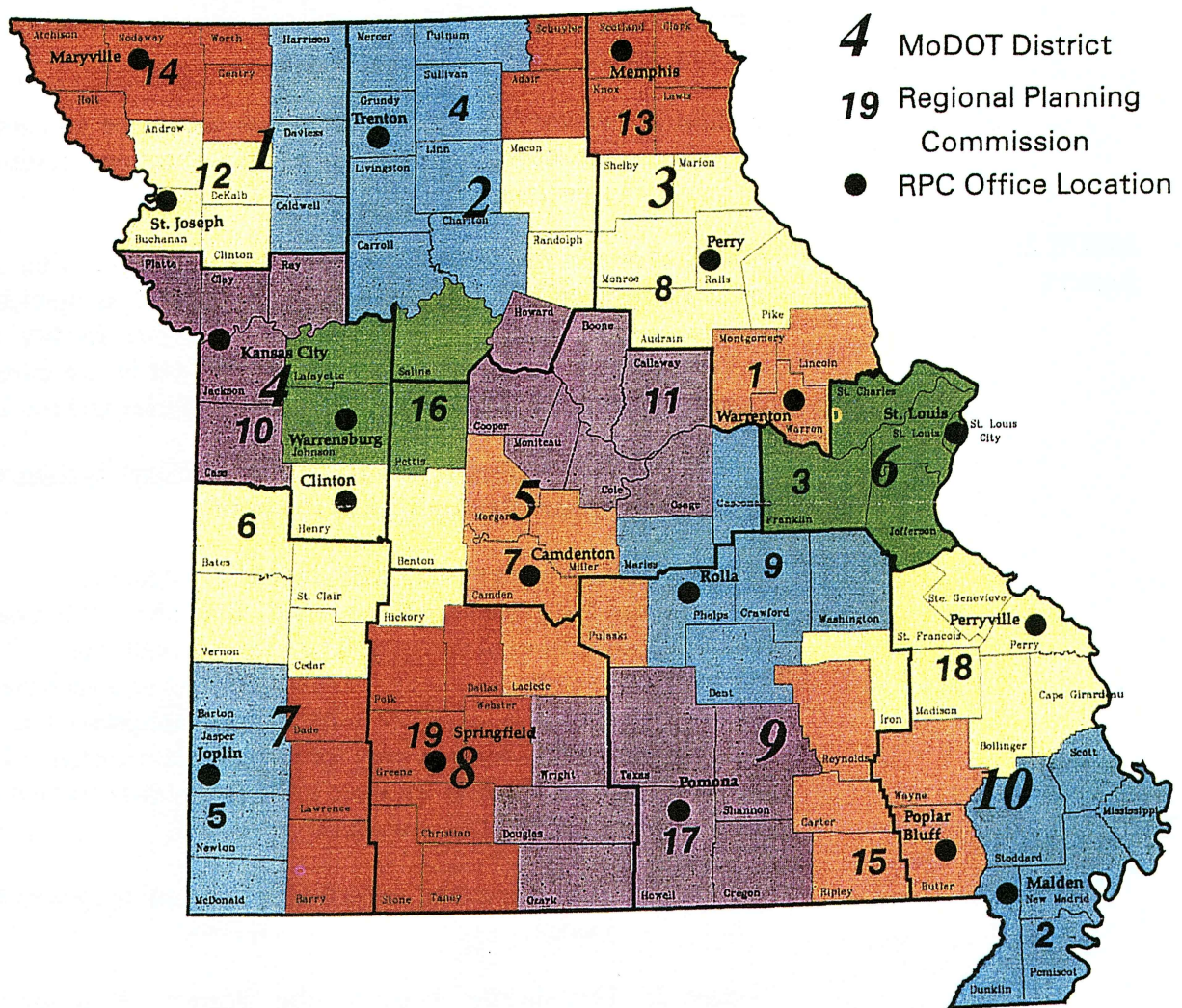
Transportation between the cities of Missouri is an important component of personal mobility for the state's citizens. Intercity travel is necessary for business, personal, educational, and recreational purposes, and its importance should be reflected in the variety and quality of transportation options.

Action 1: To provide more customer-convenient service, trains should be modernized; the frequency of passenger rail service to cities currently served should be increased where warranted; and new service should be added where warranted.

Action 2: Motorcoach service and local transit and paratransit services should be coordinated with passenger rail service to the extent practical.

Action 3: Local public transit and intercity passenger transportation services and modes should be interconnected, and the state should play a role in establishing passenger intermodal transportation terminals.

Exhibit V-1 Map of RPC/MPO Boundaries



Strategy 5: Policies and decisions which promote and enhance mode choices for travelers should be developed and implemented at the local level.

It is the goal of the Commission to develop a plan in which the users have input. Partnerships between local planning organizations, government agencies, and citizens will be integral to the implementation of the plan.

Action 1: Pedestrian and bicycle needs should be considered in the development of new transportation facilities and construction projects.

**ISSUE 2:
SAFETY**

Safety is one of the foremost goals of every transportation system, as is recognized by transportation users, as well as agencies that design and operate transportation facilities. A facility that is deficient when it comes to safety not only results in lost money and lost time, but more importantly, it results in injuries and lost lives.

Strategy 1: MHTC should maintain a safety management system for all modes and report the findings to the public.

A safety management system will provide a systematic methodology for evaluating the safety of all modes. This system allows identification of safety deficiencies, and calls for improvements to be documented after corrective actions have been taken. Dissemination of safety information to the public will provide additional accountability for responsible agencies, as well as provide the public with valuable information that can be used when making transportation choices.

Action 1: Establish a data collection and recording system for all modes.

Action 2: Periodically evaluate the impact of transportation improvements on safety.

Strategies and Actions

Action 3: Use the results of safety evaluations for future transportation planning.

Strategy 2: Air travel safety should be improved.

The safety of air travel is of great public interest; accidents are often dramatic and the loss of lives is inevitable. Efforts should be made to increase the safety of air travel in Missouri. Safety improvements will benefit aviation consumers directly, as well as offering feelings of security about using this mode of travel and holding down costs of airfares.

Action 1: Instrument approach procedures should be established at all airports where feasible, using global positioning satellites (GPS).

Action 2: MHTC should implement a statewide weather reporting system using existing fiber optic capabilities.

Action 3: Tall structure zoning and control around airports and air patterns should be established.

Action 4: Pilot education and safety information programs should be established.

Strategy 3: MHTC should develop a highway safety plan and implementation schedule to reduce the statewide highway fatality and injury rates by a specified percentage and by a specified date.

The safety of Missouri's highways and bridges is of paramount importance, as expressed by citizens across the state. Roadway accidents are one of the leading causes of injury and death, and improvements that reduce the likelihood and severity of accidents should be a top priority.

Action 1: MoDOT should implement the highway safety plan through a cost-effective combination of roadway improvements to remove unsafe conditions, driver and public education to promote safety, and law enforcement to curtail unsafe driving habits.



Strategy 4: Improvements should be made to railroad grade crossings to enhance safety and reduce congestion on highways and in urban areas.

Trains provide an efficient mode for freight movement. However, railroad highway grade crossings present specific problems. At-grade train crossings cause significant delay in urban areas, and accidents are often fatal at railroad crossings in Missouri and the rest of the nation. Improvements to railroad highway grade crossings that result in fewer accidents and less delay benefit both motorists, as well as freight carriers.

Action 1: Grade separations should be built where feasible.

Action 2: Signals should be upgraded at grade crossings.

Action 3: MHTC should establish a number of highway-rail grade crossings to close each year.

**ISSUE 3:
ENVIRONMENT
AND ENERGY**

As more is learned about the earth and its ecosystems, preservation of the environment and natural resources, including the fuels used in transportation, is considered not merely desirable but obligatory. In this context, a transportation plan cannot fail to address the relationship between the movement of people and goods and its impact on the environment. Transportation in Missouri must reflect the importance of the preservation of natural resources for the citizens of today and tomorrow.

Strategy 1: Missouri's future transportation system should embody principles that ensure that we continue to protect the environment and account for the full costs of transportation decisions that affect air, water and non-renewable resources.

Protection of the environment in Missouri, as well as protection of fuel and other non-renewable resources, should be a goal of the transportation system. This mandates that the environmental costs of transportation be recognized and reflected in the transportation planning and decision making process. A pro-active approach is recommended, and merely following "the letter of the law" through compliance with federal mandates may not be adequate.

Strategies and Actions

Action 1: MHTC should exercise and advocate transportation planning and decisions that consider and promote attainment of environmental and energy conservation goals and advance the objectives of other federal, state and local environmental and energy use plans.

Action 2: MHTC should exercise and advocate transportation planning and decisions that recognize and reflect the goals of the Clean Air Act and Energy Policy Act that place emphasis upon reducing the rate of growth of vehicle miles of travel (VMT) as a means of reducing air pollution and fuel consumption from the transportation sector.

Action 3: Although transportation projects are customarily planned and designed in accordance with the National Environmental Policy Act, and Environmental Impact Statements are prepared, the MHTC should exercise and advocate transportation planning and decisions that operate from the perspective of enhancing and preserving the natural environment, rather than minimizing damage to the environment.

Strategy 2: **The transportation system should preserve and enhance the scenic and visual character of Missouri's communities and countryside.**

Transportation is more than merely moving people and goods. One way that transportation can contribute to an enhanced quality of life is to capitalize on Missouri's natural beauty, including the preservation and enhancement of the roadside aesthetics.

Action 1: The MHTC should establish an annual goal for increasing the number of miles of state highway mileage designated as scenic byways.

Action 2: The MHTC should pursue and implement additional design, management, and regulatory strategies to protect and enhance scenic values along Missouri's highways.



Strategy 3: The MHTC should include bicyclists and pedestrians as a part of the state's intermodal transportation system.

Bicycle and pedestrian modes can play an important role in transportation, particularly for trips within a city or community. These non-motorized modes can provide mobility very efficiently, as they are inexpensive, require minimal infrastructure and result in no negative environmental impacts.

Action 1: The MHTC should review and modify design standards to reflect the needs of bicyclists and pedestrians.

Action 2: The MHTC should report annually its expenditures on bicycle and pedestrian related improvements.

**ISSUE 4:
EFFICIENT AND
BALANCED COMMUNITY
GROWTH AND
DEVELOPMENT**

As community growth and development continue to soar in certain areas of the state, it is important that they are monitored. This should ensure those growth and development projects are desirable and that they do not take too large a toll on the existing infrastructure. New developments can have massive impacts on transportation and every effort should be made to coordinate that growth and development with the transportation decisions.

Strategy 1: The MHTC should support local planning policies that reduce transportation corridor/development location decision conflicts.

Local planning agencies are in the best position to positively influence the integration of local development with the transportation infrastructure. Well managed local planning can result in development patterns that encourage efficient transportation modes and modal options. The activities of the MHTC and other state and regional entities should support local planning agencies toward the attainment of transportation efficient developments.

Action 1: A strong partnership between MHTC and regional and local planning agencies should be developed to improve the transportation/development location decision linkage, reduce congestion and vehicle miles traveled.

Action 2: Regional and local planning agencies should adopt a flexible regulatory framework that permits future development patterns to be more energy efficient and provide more choices among transportation modes.

Action 3: The MHTC should practice and advocate transportation planning and decisions that recognize and reflect their impact on development location decisions and travel requirements.

Action 4: The MHTC should coordinate with other state agencies and other branches of government to encourage the location of public facilities in order to promote and enhance mode choices for employees and visitors.

Strategy 2: The state should assist local public officials, civic, business, and economic development leaders, and community leaders to plan and implement local growth strategies which are more efficient in their use of natural and fiscal resources, and which result in patterns of development which require less transportation and other infrastructure.

Partnerships between these planning entities are essential to the implementation of programs to ensure more efficient development. The transportation system is affected by all development and community growth. Players in transportation decisions should participate at a local level in planning for the types of development that are desirable and require less infrastructure expenditures to support them.

ISSUE 5: POLICY AND PLANNING

The transportation system of today is the result of the policies and planning of preceding decades. Because transportation has such a dramatic and long term impact on the quality of life in Missouri's neighborhoods, communities and cities, the thoughtful development of appropriate policies and planning procedures is imperative.

Strategy 1: Transportation policy development should emerge from a partnership of the MHTC, MPOs, local planning agencies, transportation planning groups, transportation users, private industry, local governments, transportation agencies, community organizations and individuals.



The transportation system affects virtually every citizen in the state of Missouri. For this reason, the development of a policy to guide transportation decision making should reflect the broad spectrum of interested parties, and involve entities from the state, regional and local levels, as well as the public and private sectors, and all other stakeholders with a vested interest.

- Action 1:** The MHTC should have the responsibility to lead the development of multi-modal transportation policy.
- Action 2:** The MHTC should form a special disability advisory committee to provide input on transportation projects and services.
- Action 3:** Design standards for public transit and paratransit should reflect ADA, ADAG, ISTEA and Air Carriers Act requirements.
- Action 4:** Public transit organizations should be coordinated at the regional level to provide the most cost-efficient operation.
- Action 5:** The MHTC in cooperation with cities, local planning agencies, MPOs and user groups should develop statewide bicycle needs assessment.

COMPETITIVE ECONOMY

The strategies and actions intended to foster a competitive economy in Missouri are discussed as they relate to three issues, as shown below and as discussed in the Vision Statement.

Competitive Economy Issues

1. System Preservation
2. Economic Development and Efficiency
3. Policy and Planning

Strategies and Actions

ISSUE 1: SYSTEM PRESERVATION

Missouri has an extensive transportation system representing a significant investment, and providing substantial benefits to the citizens of the state. The preservation of the existing system is fundamental to mobility in Missouri, and is necessary in order to maintain the safety and efficiency of the system and control transportation costs.

Strategy 1: **Transportation infrastructure should be preserved or upgraded where it makes economic sense or as warranted by safety, environmental or historic considerations.**

The preservation and management of the existing infrastructure is essential to Missouri's transportation future. Two ways to ensure that transportation infrastructure is efficiently and adequately maintained is through the implementation of transportation management systems, which facilitate inventory and maintenance activities, and utilize life cycle cost analysis to maximize the efficiency and cost effectiveness of maintenance and rehabilitation activities.

Action 1: MHTC should maintain comprehensive management systems for all components and modes of transportation.

Strategy 2: **Currently, some highways in the state highway system do not fully meet all criteria of being a highway that serves the state highway mission. MHTC should explore methods to reduce the current highway system to only those highways that fully meet the criteria of delivering transportation needs of the state from a statewide perspective.**

Missouri has more lane miles in its state highway system than any other comparably sized state in the nation. This state highway system includes a number of roads that serve local and regional trips, roads that may more logically be under the jurisdiction of counties or municipalities. Turning over these low volume and local roads to local agencies would allow MHTC to focus its attention and resources on facilities that are more critical to the state's interests.



Action 1: MHTC should develop incentive plans that would promote the transfer of responsibility for existing state highways that do not fulfill the statewide mission to counties or cities.

**ISSUE 2:
ECONOMIC
DEVELOPMENT
AND EFFICIENCY**

The adequacy and efficiency of the transportation system is important not only to serve Missouri's citizens and businesses, but also to ensure that these citizens and businesses are competitive in the national and global marketplace. Efficient transportation via all modes is not merely an admirable goal, but rather a mandate if Missouri wishes to sustain and attract economic development.

Strategy 1: Aviation and public transit facilities should be developed, maintained or upgraded in order to promote economic development in urban areas.

Transportation infrastructure and improvements play a vital role in the economic vitality of all regions throughout Missouri. For this reason, it is logical to establish an intermodal transportation improvement program that targets infrastructure investments to result in maximum return, in terms of business and employment sustenance and growth.

Strategy 2: International, national, state, regional and local transportation corridors, such as highways, waterways, railways and airports, should be interconnected where appropriate to enhance economic development.

The designation and creation of interstates was a milestone not only for transportation, but also for interstate and international commerce. Similarly, Missouri must recognize the need for transportation corridors at a variety of levels, from local to international, not only for highways, but for all modes.

Action 1: All corridors of regional significance should be enhanced to support economic development.

Action 2: Enhancements through interconnections of highways, transit, ports and rail should be made in order to accommodate regional needs.

Action 3: Intermodal freight transportation terminals should be established.

Action 4: Additional intermodal freight facilities for containerized and non-containerized goods should be constructed as needed.

Strategy 3: **Capacity of ports should be increased to meet the anticipated growth of the region.**

Ports and waterways serve an important niche market, providing a low cost mode of transportation for bulk freight that is not time sensitive. With access to waterways and ports on both the Mississippi and Missouri Rivers, Missouri has an opportunity afforded to few states.

Action 1: The MHTC, in cooperation with port authorities, local planning agencies and private operators, should develop a plan for the economic development of ports and waterways.

Action 2: The state should complete the baseline cost/benefit or economic development-justified infrastructure needs for existing port authorities.

Action 3: The state should provide administrative and planning support to waterways and ports through a coordinated statewide plan.

Strategy 4: **Mode choice for personal mobility should be recognized as an integral element of state economic development attractiveness.**

While facilities for goods and freight are often the focus of transportation infrastructure targeted to economic development, the importance of personal mobility to Missouri's economy should not be neglected. A transportation system that provides a variety of modal options supports employee commutes as well as quality of life, both important considerations for businesses, manufacturers and other employers in Missouri.



Action 1: MHTC will work with other state and local agencies to assure a range of transportation modes for commuting purposes so that workers (including potential workers) are not unduly disadvantaged by lack of access to a personal motor vehicle.

Strategy 5: Missouri's transportation system should use new and emerging technology to make existing and developing transportation systems safer and more efficient.

Advanced technologies have been used in many areas across the country and the world to increase the efficiency and safety of the transportation system. One of the most widely utilized applications of technology is the advanced traffic management system, which provides constant monitoring of traffic, facilitating incident detection and emergency response, and providing traffic information to motorists.

Action 1: MHTC should employ advanced traffic management systems on freeways to reduce recurring and incident-related congestion and to increase safety.

Action 2: MHTC should implement technologies to facilitate commercial vehicle operations.

Action 3: The state should establish a program to assist employers with the development of telecommunications systems aimed at reducing transportation demands.

Action 4: The MHTC should explore opportunities to combine the transportation infrastructure with the telecommunications infrastructure.

**ISSUE 3:
POLICY
AND PLANNING**

The impact of transportation efficiency and its relationship to economic development is demonstrated throughout history by the location of cities first on navigable waterways, later along railroad lines, and more recently, near interstate highways. Because transportation is a primary factor in an emerging global marketplace, care must be taken to assure that policy and planning decisions will provide the transportation infrastructure necessary to sustain and increase Missouri's economic activity in the future.

Strategy 1: A common, integrated 5/10/20-year planning and programming process should be utilized by MHTC, MPOs, local planning agencies, transit agencies, and port authorities.

Planning a transportation system is a complex process. In order to be successful, it must integrate all modes, and must incorporate strategies for the short, medium and long term. In general, all actions in the plan are targeted to attain goals. Progress toward the goals of the transportation plan may be measured by performance criteria.

Action 1: MHTC should establish performance criteria and publicly report progress toward implementing programs and plans on the 5/10/20-year planning horizon.

Action 2: Before changing future programs, MHTC should clearly identify the criteria which cause the need for modifications to the program.

Action 3: MHTC should have under contract the Short Term Action Plan (STAP) by 1999.

Strategy 2: MHTC, MPOs, local planning agencies, transit agencies, airports and port authorities should prioritize projects based on the following considerations:

Safety improvements

Preservation of the existing system

Capacity or service expansion

Economic development

Effects on the environment

As is true for most cities and states, the list of worthy transportation projects generally exceeds the financial resources available. For this reason, project prioritization is an important activity. Project prioritization must define not only which projects will be undertaken, but also a timeframe for implementation.



Action 1: The cost-effectiveness of transportation projects should be considered when prioritizing projects.

Action 2: MHTC and MPOs should increase the priorities of projects which involve intermodal connections.

Strategy 3: **The state should maximize waterborne transportation on the Missouri and Mississippi Rivers.**

Ports and waterways serve an important and unique role in transportation, efficiently serving bulk freight that is not time sensitive, such as agricultural products and coal. In order to maximize the contribution of ports and waterways to the transportation system in Missouri, the navigation season should be extended as long as possible.

Action 1: The state should coordinate with the appropriate agencies of the United States, other states and interstate agencies to accomplish necessary river flow regimes that will ensure full-length, full-service navigation seasons on the Missouri and Mississippi Rivers.

Strategy 4: **The state should work with transportation carriers and shippers to identify and pursue common objectives and encourage public-private partnerships.**

Although the construction and maintenance of much of the transportation infrastructure has been a public activity, Missouri should work with private businesses and the transportation and shipping industry to identify the needs of these transportation consumers. An on-going relationship between public transportation providers and private transportation consumers will enhance the quality of the facilities and services provided, making the transportation system more responsive and the state more attractive to transportation dependent business and industry.

Action 1: The MHTC should form advisory committees to incorporate the private sector in developing transportation projects.

Strategies and Actions

Action 2: A program should be developed that will allow for all licensing, permitting, and registration to be conducted through a single source.

Strategy 5: The state should coordinate its efforts to promote the usage of Missouri's transportation network, with emphasis on underutilized modes and modes vital to increasing the state's commerce.

Transportation is one of Missouri's major resources, and the state should take the initiative to publicize this resource. Marketing efforts should be directed both internally to existing businesses and to prospective businesses and industries that may not otherwise recognize what the state has to offer.

Action 1: The state should provide administrative support and planning support for the marketing of Missouri's integrated transportation network.

Action 2: The state should provide businesses that may consider locating or expanding in Missouri information regarding the various modes of transportation available and the facilities available to integrate those modes.



FINAL REPORT : CONNECTING MISSOURI TO THE FUTURE

Total Transportation Commission of Missouri

The Total Transportation Commission has carefully considered the needs of Missouri and has developed a planning framework by which to make financially sound decisions as outlined in Sections III and V. In this section the financing analysis for meeting the total transportation needs of Missouri is discussed. In addition, the recommendations of the Total Transportation Commission, regarding not only financing but also the performance and accountability of Missouri's transportation agencies, are presented. Finally, the benefits, particularly the economic benefits, of implementing the total transportation framework of the Commission are summarized.

FINANCING OPTIONS

Objectives

The Total Transportation Commission considered a number of objectives in identifying and evaluating funding and financing options:

- First, the financing plan should meet the total transportation needs identified in the public involvement and analysis phases of the study. These needs and the resultant resource gaps for each mode are summarized in Section IV – Analysis of Needs and Resources, of this report.
- The funding sources identified should be stable and not fluctuate or vary broadly over periods of time. A stable funding program is needed to facilitate systematic and orderly programming and project implementation.
- The funding sources should provide for growth in revenues to meet the growth in project construction costs.



**Potential
Funding
Sources**

- Any funding burden should be shared equitably by all Missourians. In addition, the burden for paying for these investments should be distributed as proportionally as possible to the distribution of the benefits of making these investments in total transportation facilities and services.
- Finally, the financing program should keep Missouri competitive or ahead of neighboring states and peer states in the resource investment and in the financial burden on residents.

Based on these objectives, the Total Transportation Commission identified and analyzed a wide range of potential funding sources to help close the gap between existing resources and the identified investment needs. In all, over 30 different funding sources and strategies were identified for consideration. The sources considered are listed below:

Transportation Related

- Remove the sunset clauses on all existing transportation related funding
- Increase the existing gasoline tax
- Remove the sales tax exemption from the following:
 - Gasoline and diesel fuel
 - Aviation fuel
 - Parking fees (including stadium and arena parking)
 - Labor charges related to automobile service
 - Car washes/auto detailing services
- Remove fuel and sales tax exemptions from the following:
 - Natural gas used for transportation purposes
 - Ethanol blended fuels
 - Biofuels

- Highway and bridge tolls
- Increase user fees for driver's license and vehicle registration. Implement higher vehicle registration fees for second car in household and recreational vehicles.
- Implement a transportation surcharge on the sale of:
 - Motor oil
 - Lubricants used in transportation
 - Small gasoline engine powered equipment
- "Fee-based" congestion mitigation lanes in Kansas City and St. Louis.
- Increase user fees on boating registration
- Implement private airplane registration fees
- Earmark fees on auto insurance for transportation use
- Implement a \$5, one-time bicycle registration fee, collectible at the time of sale of new bikes
- Implement surcharge on landing fees at general aviation airports which receive state support
- Increase permit fees on motorcoaches and livery vehicles
- Establish an advertiser-supported intelligent vehicle support in major tourist areas
- Significantly increase the lease fees on right-of-way for utilities and cellular systems.

Non-Transportation Related

- Increase the general state sales tax
- Implement a tax on utilities for transportation use
- Remove sales tax exemption for:
 - Motor fuels
 - Dry cleaning
 - Billboard advertising
 - Transit advertising



- Reallocate gaming/lottery revenues
- Property taxes
- Donations of right-of-way and other assets

From this “laundry list,” a smaller number of principal options were selected for more detailed evaluation. The principal options include:

- Increase in the existing **gallonge tax** on **motor fuels**
- Increase in the existing general **sales tax**
- Application of the existing general **sales tax** to cover motor fuels
- **Improved collections of existing bulk fuel tax** to reduce fuel tax diversion
- Increase in the existing **motor vehicle registration fees**
- Collect **tolls** on certain bridges and highways

The first step in considering the applicability of these funding sources to meet the transportation resource gap was to examine the current levels of some of the existing funding sources and to compare Missouri to other states’ tax and fee levels. That information is summarized in Table VI-1.

Table VI-1. Current State Funding Sources

Funding Source	Missouri Rate	National Average Rate	Missouri’s Rank (50 States)
Gasoline Tax (gallonge)	17 cents/gallon	20.25 cents/gallon	41st
Auto Registration Fees	\$24.00 per year (average)	\$34.59	30th
State Sales Tax	4.225%	5.16%	35th

As shown in the table, Missouri’s existing rates are below the national averages for all three of these funding sources. In each case, Missouri’s rate could be increased somewhat and remain competitive with other states.

Estimates were prepared for the potential amount of revenue which could be expected from each of the primary funding sources. Those estimates are summarized in Table VI-2.

Table VI-2. Revenue Potential from Primary Funding Source Options

Funding Source	Representative Rate Increase	Revenue Potential (from Representative Rate Increase)
Gasoline Tax	1 cent/gallon	\$ 36 million/year (\$ 25 million to State)
State Sales Tax	1%	\$ 575 million/year
Vehicle Registration Fees	Doubling current rates	\$130 million/year
Improved Bulk Fuel Tax Collection	---	\$ 9 million/year

Financing Strategy Options

In addition to identifying and evaluating alternative funding sources, the Total Transportation Commission considered a number of different strategies which could be used to structure Missouri's overall transportation financing program. These strategic options included:

- Pay-as-you-go vs. Bonding
- Local matching programs
- Use of a State Infrastructure Bank

After considering this broad range of funding and financing options, the Total Transportation Commission developed, through its Financing Committee, a recommended financing plan for meeting the total transportation needs of Missouri. In the following section, recommendations are provided which outline this approach.



TOTAL TRANSPORTATION COMMISSION RECOMMENDATIONS

Financing

Primary Financing Proposal

The primary financing proposal of the Total Transportation Commission consists of the following major points:

- Continue with a **“pay-as-you-go” program** for funding transportation improvements and services
- **Increase the general state sales tax by 1% and dedicate the revenues to transportation.** This would generate approximately \$575 million per year in 1999.
- **Eliminate the year 2007 sunset provision on the 1992 6-cent gasoline tax.**
- Implement new methods of collecting bulk fuel taxes to **reduce fuel tax diversion.** This would generate approximately \$9 million per year in 1999.
- **Maintenance of existing levels of support** for transportation activities should be required of local communities to qualify for any state funding.
- **MoDOT should reallocate a portion of administration and maintenance budgets to construction in FY 1999.**
- **Five percent of new revenues should be set aside for economic development projects.** If not used during that year, funds should return to the transportation budget.

The commission's recommendation regarding the resource gap and financing plan have been developed using the assumptions and methodology prepared by the consultant team. The commission encourages the governor, the General Assembly and other interested parties to carefully examine the financing proposal to determine whether or not the recommendations can be modified to reduce overall costs or change the time frame to complete the proposal.

This primary financing proposal would generate sufficient funding to meet either of the resource gap scenarios discussed in Section IV - Analysis of Needs and Resources, of this report. That is, it would meet:

- 85 percent of the total defined needs in all modes over a 16-year period, or
- 100 percent of the total defined needs in all modes if extended over 20 years.

State Infrastructure Bank

In addition to the primary financing proposal, the Total Transportation Commission recommends that the existing State Infrastructure Bank, which exists within MoDOT, be modified to be more effective and to provide more innovative financing tools for meeting the total transportation needs.

- The Board of Directors should be expanded to a minimum of eight members - half of whom should be outside members, appointed by the governor.
- Expand the authority of the Bank to allow for the **use of funds by all modes.**
- Expand the authority of the Bank to allow for the **intake of Missouri state funding.**
- **Significantly increase the capitalization** of the Bank.

Alternative Financing Methods:

- Innovative financing options, such as **toll facilities** and the **transportation infrastructure bank, providing for a revolving loan fund**, should be made available to:
 - Accelerate projects, and
 - Address new needs.



The Need for Accountability by Implementing Agencies

This will allow local governments, private sector entities, and regional groups to address transportation needs in accordance with local and regional priorities and to supplement the primary state transportation programs.

Section V, Strategies and Actions - of this report includes a number of specific actions recommended by the Total Transportation Commission to improve transportation planning and program delivery for Missouri. In addition to those actions, the Total Transportation Commission has developed a number of recommendations to enable Missouri to achieve the goals set forth in this plan in a fiscally responsible manner. The commission explored avenues to improve the accountability of implementing agencies and implement the Total Transportation Commission's plan. They determined the characteristics needed for implementing agencies to make their plan a reality and developed methods to track progress on the plan. These recommendations are as follows:

Review of Existing Plans

- The needs identified in existing plans largely reflect and advance the outcomes and attributes recommended for Missouri's total transportation plan.
- Therefore, the programs proposed in those plans have formed the cornerstone for efforts of the Total Transportation Commission and represent a reasonable starting point from which the cost estimates have been developed.
- Some modifications to individual projects in the previous plans may be needed to reflect:
 - Circumstances which have changed since the plans were prepared,
 - Future unanticipated changes,
 - The development of an interconnected multimodal transportation system.

- Any changes in plans will be completed only after consultation with local officials.
- The pre-existing plans generally contemplate that the needs be addressed over a ten-year period. However, to ensure that implementation of the plan strikes a reasonable balance between timely delivery of improvements and affordability, the plans should be implemented over a longer term.

Ongoing MHTC and MoDOT improvements

The Total Transportation Commission recognizes the steps to improve agency operations already taken by the Missouri Highway and Transportation Commission and MoDOT and encourages that these efforts continue.

- MHTC has already established two new positions -- Chief Operating Officer and Internal Auditor -- to strengthen agency operations by separating administrative and fiscal functions from engineering functions.
- The Total Transportation Commission supports MHTC's plans to hire a Chief Financial Officer to further strengthen MoDOT financial management.
- The MHTC and MoDOT should retain primary responsibility at the state level for management and implementation of the transportation system consistent with the strategic plan developed by the Total Transportation Commission. The MHTC should ensure that the new position of Chief Operating Officer, supervising the financial activities, and the Deputy Chief Engineer, supervising the program delivery and engineering, are clearly and sharply delineated so that the finance and program delivery is administered in accordance with the Total Transportation Commission recommendations. Both positions report to the Chief Engineer who is selected by MHTC based on administrative qualifications.



Control MHTC Costs

The Total Transportation Commission recommends that MHTC:

- Establish stronger internal controls over maintenance and administrative spending to achieve the lower growth estimates recommended in this report. Specifically, the growth of administrative costs should be limited to no more than three percent annually. The growth of maintenance costs should be limited to no more than four percent annually.
- Reallocate a portion of its core budget to construction in FY 1999.
- Utilize design/build and other innovative contracting methods to reduce cost and the time necessary to complete projects.
- Modify project cost accounting methods to better account for administration, maintenance, construction, and other activities.
- Continue to implement improved checks and balances on financial and operating duties
- Investigate options to privatize maintenance functions and implement where appropriate
- Utilize managed competition and outsourcing for departmental functions.

MHTC Budget Reform

MHTC should take the following actions to ensure a thorough and independent analysis of their budget:

- Implement budgeting procedures equivalent to other state agencies
- Annual detailed base budget reviews to identify potential internal reallocations

- Evaluate results rather than level of effort

Plan Implementation

Processes should be established to aid in implementation and agencies should publicly report progress toward completing the plan by:

- Planning in a 5/10/20 year format, discussed in Section IV, where the 5-year plan would be project-specific, the 10-year plan would be where project priorities begin to develop, and the 20-year plan would be long range policy framework that provides an overall structure for the anticipation of priorities
- Implementing a reporting system to regularly report progress against plan goals. These reports should document progress by individual project and should include information about revenues, expenditures, and measures of customer satisfaction
- Annually auditing financial and management performance using a nationally recognized firm
- Establishing an outside oversight body to annually review results as compared to plans and to periodically review the direction of the state's transportation efforts
- Separately accounting for and reporting transportation expenditures by transportation mode
- Preparing a list of known projects from each district and coordinating their priorities with local planning and implementing agencies. This list should become the basis for an updated STF and be included in the Transportation Planning and Development Cycle.

BENEFITS AND RESULTS

What do these recommendations mean for Missouri? The commission's recommendations will lead to a number of improvements in Missouri's transportation system.



- Travel in Missouri will be safer for all transportation modes, saving lives and reducing injuries.
- Travel in Missouri will be easier and more convenient via auto, bus, train or plane when traveling across the state, or via auto, transit, bicycling or walking when traveling across town.
- More transportation options will be available. The provision of transportation facilities and services that allow mode choices is important not only to assure a mobile workforce, but also to assure that all citizens within the state are provided with a means of transportation.
- A reduction in congestion will result in reduced delay, reduced fuel consumption and reduced emissions - saving Missouri's citizens time, money, energy and frustration.
- Freight transportation will be improved, increasing the opportunities and competitive advantage for Missouri's business and industry.

The benefits of improved transportation not only enhance the quality of life for Missouri's citizens, but also make economic sense. Economically, the benefits range from direct user benefits such as better access, reduced travel times, and improved safety to monetary benefits such as increased disposable incomes, more jobs, and increased gross regional product. The REMI model, explained in detail in Appendix E, predicts that a \$13 billion investment in Missouri's transportation system will result in an increase of \$20.9 billion in the gross regional product, \$37 billion in disposable income, and over 300,000 additional jobs between the years 2000 and 2025. In other words, every dollar spent on Missouri's transportation system would return \$2.39 to Missouri's economy.

The recommendations of the Total Transportation Commission focus on improving the transportation system. However, the benefits and ramifications of these transportation improvements reach far beyond the facilities and services provided. The benefits will reach every citizen in the State of Missouri,

improving not only their transportation services and options, but improving their opportunities and quality of life. The Total Transportation Commission views improved transportation not as an end in itself, but rather as a means to provide many other benefits to the citizens and businesses in the State of Missouri.

CONCLUSIONS

Missouri has a strong transportation infrastructure, with the sixth largest highway system of any state in the nation, the second and third largest rail hubs in the nation, two international airports, and two navigable waterways. However, Missouri must continue to invest in the infrastructure to assure that its transportation system will meet the needs of the future. These future needs include transportation facilities and services to provide mobility for Missouri's citizens, as well as facilities to allow the State of Missouri to become a regional, national and international hub of economic activity.

But what about the benefits to the people who will be using the Total Transportation System this plan will create? Missourians will be better connected to and have more choices in reaching their destinations. People can travel in urban areas either by personal car or public transit - the choice will be theirs. They can travel throughout the state of Missouri knowing that the system is safe and secure. They can count on the goods they buy to be delivered in an efficient manner so that costs can be affordable and availability can be assured. Those who have difficulty seeking employment due to lack of transportation will have a dependable way to get to and from work. Children might find it is safer to walk or bike to school.

In short, Missouri will be a better place to live.



- A. Missouri Total Transportation Commissioners**
- B. Public Involvement Summary**
- C. Missouri Statewide Transportation Framework**
- D. Strategies and Actions by Transportation Mode**
- E. Economic Benefit Analysis**

freight rail ▶ intercity passenger transportation ▶ bicycles & pedestrians ▶ ports &
waterways ▶ aviation ▶ public transit ▶ highways ▶ roads & bridges ▶ freight rail ▶
intercity passenger transportation ▶ bicycles & pedestrians ▶ ports & waterways ▶
aviation ▶ public transit ▶ highways ▶ roads & bridges ▶ freight rail ▶ intercity
passenger transportation ▶ bicycles & pedestrians ▶ ports & waterways ▶ aviation ▶
public transit ▶ highways ▶ roads & bridges ▶ freight rail ▶ intercity passenger
transportation ▶ bicycles & pedestrians ▶ ports & waterways ▶ aviation ▶ public transit
▶ highways ▶ roads & bridges ▶ freight rail ▶ intercity passenger transportation ▶
bicycles & pedestrians ▶ ports & waterways ▶ aviation ▶ public transit ▶ highways ▶
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pedestrians ▶ ports & waterways ▶ aviation ▶ public transit ▶ highways ▶ roads &
bridges ▶ freight rail ▶ intercity passenger transportation ▶ bicycles & pedestrians ▶
ports & waterways ▶ aviation ▶ public transit ▶ highways ▶ roads & bridges ▶ freight rail
▶ intercity passenger transportation ▶ bicycles & pedestrians ▶ ports & waterways ▶
aviation ▶ public transit ▶ highways ▶ roads & bridges ▶ freight rail ▶ intercity
passenger transportation ▶ bicycles & pedestrians ▶ ports & waterways ▶ aviation ▶
public transit ▶ highways ▶ roads & bridges ▶ freight rail ▶ intercity passenger
transportation ▶ bicycles & pedestrians ▶ ports & waterways ▶ aviation ▶ public transit

GOVERNOR'S TOTAL TRANSPORTATION COMMISSION MEMBERSHIP

S. Lee Kling, St. Louis, is chair of the board of directors of Kling, Rechter & Company, a St. Louis merchant banking firm. He is a member of the Missouri Highway and Transportation Commission and is a former member of Amtrak's national board of directors. Kling serves as chair of the Governor's Total Transportation Commission.

Steven C. Bradford, Hayti, is chief operating officer of Tri-County Group XV/Pyramid Homemaker Services, Inc., a skilled nursing and homemaker services provider. He has dealt with transportation issues related to rural health care and has also served as commissioner of the Missouri State Office of Administration. Bradford serves as co-chair of the Governor's Total Transportation Commission.

James B. Anderson, Springfield, is president of the Springfield Area Chamber of Commerce. He has dealt with numerous transportation-related issues in his present capacity as well as his former position as president of the Jefferson City Area Chamber of Commerce.

Harriet Beard, Kirksville, is part owner, chair of the board and treasurer of Beards Decorating Center, Art Gallery Glass and Metal. She is chair of the Missouri Air Conservation Commission and chair of the Missouri Highway Corridor Coalition, a group promoting improvements to the state's highway corridors.

Richard. E. Beumer, Maryland Heights, is chair and chief executive officer of Sverdrup Corporation, an engineering firm. He has experience with a variety of transportation projects.

Joan Bray, St. Louis, is a member of the Missouri House of Representatives. She is a member of the board of directors of Citizens for Modern Transit, a group promoting bus, train and light rail transportation, and is also a member of the Governor's Commission on Management and Productivity (COMAP). Bray is a member of the special joint legislative committee on Amtrak as well as being a representative to the Midwest High-Speed Rail Compact.

Christopher J. Brescia, St. Louis, is president of the Midwest Area River Coalition 2000, a private-sector industry coalition of leading agricultural producers, shippers and waterway carriers. He has also owned and operated a governmental affairs consulting firm in Washington, D.C.

Richard T. Bruening, Kansas City, is vice president and general counsel for Kansas City Southern Industries which operates a railroad and associated companies. Bruening is also a commissioner for the Kansas City Port Authority and a member of the National Association of Railroad Trial Counsel.



George Burruss, Jefferson City, is president and CEO of the Missouri Motor Carriers Association, a group representing the bus and truck industry. He has held this position since 1971. He is also a partner in Burruss-Wilson and Associates, a governmental relations firm.

Donnie Cox, Kingston, is Eastern District Commissioner of Caldwell County, a post he has held since 1990. He has been a member of the board of directors of the Missouri Association of Counties since 1993.

Elise Crain, Ozark, is the owner of Crain Enterprises, a construction consulting firm. She is a member of the Missouri Commission on Human Rights and has served as director of Project CREW (Construction Readiness Education for Women).

Edward D. Douglas, Chillicothe, is president and chief executive officer of Citizens Bancshares Company and Citizens Bank and Trust Company. He is a member of the Missouri Highway and Transportation Commission.

Joseph L. Driskill, Jefferson City, is director of the Missouri Department of Economic Development. He has also served as a member of the Missouri House of Representatives.

Joseph T. Fahey, Grandview, is president of J.M. Fahey Construction Company. He has a variety of highway construction experience, including work on the Missouri state highway system.

Jo H. Frappier, Jefferson City, is president of the Missouri Chamber of Commerce. He has served as director of governmental operations and legislation and as a special assistant for economic development in the governor's office from 1985-1990. He has also served in the Missouri Senate and the Missouri House of Representatives.

Edna Freeman, St. Charles, is a member of the Missouri Training and Development Council, the Governor's Council on the Disabled, Missouri Council of the Blind (president), St. Charles Council of the Blind, and the Radio Information Service Board of Directors.

Estil Fretwell, Jefferson City, is Director of Public Affairs for the Missouri Farm Bureau Federation. Fretwell is a former member of the Missouri House of Representatives where he served on several committees, and a former staff member for the Missouri Senate.

Samuel B. Graves, Tarkio, operates a sixth-generation family farm. He is a member of the Missouri Senate and is a member of the Senate Transportation Committee, the Missouri River Boundary Commission and the Senate Government and Financial Operations Committee.

Richard Hanson, Jefferson City, is commissioner of administration of the Missouri State Office of Administration. In that capacity, he has dealt with numerous transportation issues. He has also served as interim secretary of state and assistant state treasurer.

Michael L. Hartmann, Jefferson City, is deputy chief of staff for Governor Mel Carnahan. He has also served as director of administration with the Missouri Department of Economic Development and as director of the Missouri Division of Job Development and Training.

Peter Herschend, Branson, is co-owner and co-founder of Silver Dollar City, where he is vice-chair of the board of directors and has served as executive vice-president since 1976. He is also president of the Travel Federation of Missouri, past president of the Ozark Marketing Council, and a board member of the Missouri Chamber of Commerce.

Bob Holden, Jefferson City, is treasurer of the State of Missouri. He has also served as a member of the Missouri House of Representatives.

Richard E. Hrabko, Chesterfield, is director of aviation for St. Louis County. He is chair of the Missouri Highway and Transportation Commission's Aviation Advisory Committee, a member of the Missouri St. Louis Airport Authority and the St. Louis Regional Commerce and Growth Association's Aviation Committee.

Don Koller, Summersville, is self-employed. He is a member of the Missouri House of Representatives, and is chair of the House Transportation Committee. He is also co-chair of the Special Task Force on Highways and Transportation.

Gil Langley, Kansas City, is president of the Langley Group, a Kansas City management, public relations, marketing and consulting firm. He is president of the Missouri Public Transit Association and has served on numerous Highway and Transportation Department committees. Langley has also served as director of tourism and director of marketing with the Convention and Visitors Bureau of Greater Kansas City.

Pamela A. May, Camdenton, is auditor for Camden County. She is a member of the Camdenton Area Chamber of Commerce and serves on the transportation committee. She is past president of the CACC and has served as an alderman for the city of Camdenton. She has experience with a variety of tourism and transportation issues.

Ron McLinden, Kansas City, is an environmental policy analyst for the Department of Environmental Management, City of Kansas City, serving since 1996. He is also former vice chair, executive committee, Ozark Chapter of the Sierra Club, and chair of the transportation committee.



Joseph A. Mickes, Jefferson City, is chief engineer of the Missouri Department of Transportation. He has held a variety of managerial positions within the department, including Southwestern District (Joplin) engineer, Maintenance and Traffic Division engineer and assistant to the chief engineer-operations.

David Mitchem, Jefferson City, is acting director of the Missouri State Department of Labor and Industrial Relations and previously served as deputy director of the department.

Michael J. Right, St. Louis, is director of public affairs for the AAA-Auto Club of Missouri. He is the chair of the Missouri Highway Users Association and vice president of the Missouri Transportation and Development Council, a group that promotes transportation improvements.

Jewel D. Scott, Kansas City, is executive director of the Civic Council of Greater Kansas City and the Civic Council's Kansas City Tomorrow leadership training program. Scott has a variety of experience in transportation issues as they relate to urban reconstruction programs.

Barry L. Seward, Kansas City, is senior vice president of Health Midwest, a health care provider. He is president and a board chair of the Missouri Transportation and Development Council, a group that promotes transportation improvements, and is also chair of the Missouri Federal Transportation Alliance.

David A. Shorr, Jefferson City, is director of the Missouri State Department of Natural Resources. He deals with a variety of transportation issues as they relate to the environment. Shorr has also served as director of the Department of Natural Resources Division of Environmental Quality.

Danny Staples, Eminence, owns and operates a resort on the Jack's Fork River. He is a member of the Missouri Senate and chairs the Senate's Transportation Committee.

APPENDIX B - Public Involvement Summary**COMMISSIONER OUTREACH OPPORTUNITIES**

- Greater Kansas City Chamber of Commerce
- Mid-America Regional Council (Kansas City)
- Mid-America Regional Council's Transportation Legislative Advocacy Committee
- Heavy Constructors Association of Greater Kansas City
- Missouri Transportation Coalition
- Citizens for Modern Transit (St. Louis)
- East-West Gateway Coordinating Council (St. Louis)
- Citizens' meeting, Washington, MO
- Associated General Contractors
- Pemiscot Port Authority
- Civic Progress (St. Louis)
- Regional Commerce and Growth Association (St. Louis)
- Forward St. Louis - RCGA (St. Louis)
- Rebuild St. Louis Coalition
- St. Louis 2004 Infrastructure Committee
- Mayor Clarence Harmon and civic leaders of St. Louis
- St. Louis Post-Dispatch Editorial Board
- Kansas City Star Editorial Board
- Op-ed piece, Kansas City Star
- Springfield News-Leader Editorial Board
- Columbia Tribune Editorial Board



PUBLIC INVOLVEMENT SUMMARY

The following documents are summaries of meetings held on the dates and at the places listed below:

- November 12, 1996 - St. Louis County
- November 14, 1996 - Kirksville
- November 18, 1996 - Kansas City
- November 21, 1996 - Cape Girardeau
- December 3, 1996 - Springfield
- December 4, 1996 - Columbia
- December 9, 1996 - Maryville
- October 30, 1996 - Kansas City
- December 4, 1996 - Jefferson City
- January 7, 1997 - Jefferson City
- May 21, 1997 - Kansas City
- May 22, 1997 - St. Louis
- May 27, 1997 - Moberly
- May 28, 1997 - Joplin
- June 6, 1997 - Poplar Bluff

TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Public Forum

Florissant Valley Community College

St. Louis County, MO

Tuesday, November 12, 1996

PRESENT:

TTC Commissioners: S. Lee Kling, Steve Bradford, Harriet Beard, Richard Beumer, Joan Bray, Christopher Brescia, Joseph Driskill, Joseph Fahey, Bob Holden, Richard Hrabko, Ron McLindon, Joe Mickes, Sandra Moore and Reuben Shelton.

TTC Staff: Steve Knobbe

HNTB and TVG: Sarah Hubbard, HNTB; Donna Vandiver, The Vandiver Group; Susan Benton, The Vandiver Group; Mack Bradley, The Vandiver Group; Brett Stawar, The Vandiver Group

Total Number Present: Approx. 130

Meeting Began: 3:15 p.m.

Meeting Ended: 7:00 p.m.

MEETING SUMMARY:

S. Lee Kling, TTC Chairman, introduced the commissioners and presented a background on the TTC prior to the scheduled presentations.

SCHEDULED SPEAKER SESSION

Freeman Bosley, Jr. - Mayor of St. Louis

Mr. Bosley presented a background on transportation in St. Louis, citing preservation and access of opportunity as two of the main transportation issues facing St. Louis. Bosley stated that if the 15 Year Plan was built, approximately 89 percent of maintenance for the current system would have to be deferred and the entire transportation system would crumble.

Michael Dooley - St. Louis County Department of Highways and Traffic

Mr. Dooley presented a number of transportation challenges facing St. Louis, including commuter problems, the need for airport expansion in the area, the need to ensure accessibility for all people and to provide a better quality of life.

Joseph Ortwerth - St. Charles County Executive

Mr. Ortwerth stated that the Interstate and Highway system has been fulfilled and now emphasis should be turned toward communities. He presented his beliefs on why Proposition M failed in St. Charles County, also stating that the DEIS and MTIA for the extension were completed with St. Louis County in mind, not St. Charles.

Charles Heisler - Jefferson County Commissioner

Mr. Heisler pointed out that Jefferson County is the second fastest growing county in Missouri. He urged the commission to expand planning to include alternate means of transportation. Mr. Heisler stated that safety is a major concern for the roads and bridges in Jefferson County.

Bill Diez - Franklin County Commissioner

Mr. Diez cited safety as the number one concern for Franklin County. He encouraged the commissioners to produce an overall transportation plan that incorporates safety and benefits all citizens.

Jack Leary - Executive Director, Bi-State Development Agency

Mr. Leary discussed public transit and how it has improved over the years. He stated that people now have a choice and that 65 percent of riders on MetroLink are new to the concept of public transportation. Mr. Leary added that preservation of the existing infrastructure is a serious concern for the commission to remember.

Richard Fleming - President, Regional Commerce and Growth Association (RCGA)

Mr. Fleming emphasized the importance of St. Louis' centralized location its many facets of transportation, including rail, air, ports, highways and public transportation. He presented a triangular partnership for transportation, including the Private Sector, Metropolitan Planning Organizations and State Transportation Departments. He further discussed the need for improved access and an intermodal system. He concluded that we need to find ways to reinvest what we have left behind within the city and around the region.

Scott Schnuck - Chair of Roads/Bridges Committee of RCGA

Mr. Schnuck highlighted the importance of freight movement, citing his company Schnucks Supermarkets as a prime example. He explained the urban sprawl for the entire St. Louis region, how the population is spreading rather than increasing. Mr. Schnuck stated that new highways are not a possibility with existing funds, and that the area has a critical need for bridges. Mr. Schnuck suggested that the commission consider user fees to help defer some of the funding shortages.

Jim Nihls - Chair of RCGA's Freight Committee

Nihls explained his interest for the Chrysler plant in Fenton. He emphasized the importance of materials arriving on time to the Chrysler plant. Late deliveries cause higher costs and detrimental effects to the plant. He believes the highways and interstates need to be studied to examine strategies for efficient freight movement.

Randy Adams - Chair of RCGA's Transit Committee

Mr. Adams discussed the issues of accessibility to work, congestion and the 2-State perspective of Illinois and Missouri. He stated that mass transit must exist as a supplement to the automobile. Mr. Adams suggested reviewing ISTEA legislation, evaluating federal and local revenue sources and analyzing possible new funding sources. He urged the commission to prioritize transit projects by cost/benefits, how they might alleviate congestion, foster economic growth, promote St. Louis City Stabilization, and provide alternative transportation. Mr. Adams suggested the commission consider exploring the feasibility of region transportation authorities for both states and all counties in the St. Louis region.

Joseph Adams - St. Louis Municipal League/Mayor of University City

Mr. Adams discussed urban sprawl as a characteristic for the St. Louis region. He suggested the commission avoid creating positions like the 15 year plan. Adams also urged the commission to consider air pollution and an equity classification for each county. Mr. Adams concluded by stating that Missouri has an obligation to provide funding for public transit projects.

The commissioners responded to the presentations and thanked presenters for their input and for clarifying any questions they had.

PUBLIC COMMENT SESSION

Mary Lehmann - Private Citizen

Ms. Lehmann spoke on the importance of mobility and accessibility for the disabled and elderly. She also raised concerns with the poor air quality in the St. Louis region.

James Fredericks - Historic Neighborhood Association

Mr. Fredericks stated the Historic Neighborhood Association supports mass transit and encourages new and more involvement for mass transit in the St. Louis region.

Mark Schnoebelen - AGC of St. Louis

Mr. Schnoebelen stated that MoDOT will not meet the goals of the 15 year plan if something is not done about it. The state owes the fulfillment of Proposition A to the voters, Schnoebelen said. He also urged the commission to implement an acceleration of STAP and to implement user fees to replace gas taxes.

Ginger Harris - Sierra Club

Ms. Harris said that the Sierra Club would like to see transportation examined in a much broader spectrum. She would like to see responsibility and sensibility used when forming a vision for Missouri.

Thomas Shrout, Jr. - Citizens for Modern Transit

Mr. Shrout identified CMT as an organization for the development of greater mass transit programs. He suggested the commission define land use and transit together and connect all of Missouri. He suggested that all cities with a specific population need to be connected in efficient ways.

Mark Kaufman - Citizen

Mr. Kaufman stated the daily commutes need to be operated in a rational manner. He also stated his desire for the preservation of parks and public areas. He concluded by stating that rural highways need to have better means for passing vehicles.

Christopher Horing - Missouri Coalition for the Environment

Mr. Horing spoke in favor of developing more bike paths and routes. He also reminded the commission to respect and preserve parks.

Don Northington - Highway 47 Corridor Group

Mr. Northington stated his desires for connecting transit systems to key areas in the St. Louis region. Autos are a way of life in Franklin County, he explained. He suggested the use of user fees to supplement the funding of what needs to be done for transportation in Missouri.

Robert Dierkes - OATS, Inc.

Dierkes emphasized the importance of OATS to Franklin County. He urged the commission to remember OATS when it comes time to propose items to the governor.

Michael Murray - East West Gateway Coordinating Council

He will present with EWGCC at a later date.

Allen Holtman - MO/KS Rail

Mr. Holtman condoned the expansion of Lambert Field and suggested Amtrak look into the possibility of alternative routes to benefit users and the state of Missouri.

Jim Seamon - Citizen

He stated his vision includes light rail throughout Missouri and to provide outstanding transportation for central cities that people want to live in.

John Allen - Gateway Trailnet

Mr. Allen stated the vision of transportation in Missouri's future should include bicycles and mixed-mode transportation. He defined the difficulties bicyclists have with the design of grades, surface of roads and traffic signals.

Carol/Tom Buzzeta, Roy Bermel, Eugene Gremand, David Barger, Robert Franklin, & Ronald Walker - Citizens

This group discussed their concerns with IM-240 and their concerns with limiting the mobility of people from implementation of this program throughout Missouri.

Steve Pittman - The Touring Cyclist

Mr. Pittman focused on the concerns with unavailability of places for people to ride bicycles. He believes that a lot more people would ride if adequate means were available. He would like to see a system that works for bicycles, automobiles and pedestrians.

Ted Curtis - Gateway Trailnet

Mr. Curtis urged the commission to consider bike lanes and dedicated bicycle and pedestrian areas in each region.

Carol Pufalt - Citizen

Ms. Pufalt is a mass transit advocate who encourages biking and walking as alternative modes of transportation.

Don Griffin - Citizen

Mr. Griffin discussed the potential for adding jogging lanes to some roads.

David J. Neubauer - Citizen

Mr. Neubauer stated that the speed limit should be increased on state highways and that tractor trailers should not exceed 53 feet.

Lawrence Welty - Citizen (MoDOT)

Mr. Welty stated that statewide bike tours should be implemented by Missouri. Transportation should be expanded in areas where people live, work and play.

Raphael Morales - MO/KS Rail

Mr. Morales discussed how the Amtrak routes were going to lose funding, but Missouri funded them. He said that we need the same commitment and funding for all transportation.

Pat Sullivan - Home Builders Association

Mr. Sullivan urged the commission to continue the Page Ave. Extension, then connect 94 to West Highway 40. He would like to see I-170 extended to I-55 and another bridge built to Illinois. He is all for more MetroLinks to Jefferson, South and West St. Louis and St. Charles Counties. He would like to see I-55 widened through Jefferson County.

The commissioners thanked everyone for attending the meeting and adjourned the meeting at 7 p.m.

Respectfully submitted by The Vandiver Group. For copies of available transcripts of presentations submitted, please call The Vandiver Group at 314/991-4641.



TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Public Forum

Days Inn

Kirksville, MO

Thursday, November 14, 1996

PRESENT:

TTC Commissioners: Steve Bradford, Harriet Beard, Bob Holden, Michael Right, and Richard Hanson.

HNTB and TVG: Michelle Smith, HNTB; Pat Crowe, The Vandiver Group; Brett Stawar, The Vandiver Group; Erin Conroy, The Vandiver Group

Total Number Present: Approx. 65

Meeting Began: 3:00 p.m.

Meeting Ended: 7:00 p.m.

MEETING SUMMARY:

Steve Bradford, TTC Vice Chairman, introduced the commissioners and presented a background on the TTC prior to the scheduled presentations.

SCHEDULED SPEAKER SESSION

Robert D. Funk - Mayor of Kirksville

Mr. Funk stated that today's speakers will be presenting on the following four topics:

- Commitment to the 15 year plan.
- Redefinition and expansion of transportation corridors.
- Identification of possible transportation hubs based on resources, assets and needs.
- The problems with rural public transportation.

Scot Wrighton - City Manager of Kirksville

Mr. Wrighton discussed the relationship between low economic development in Kirksville and the poor transportation systems. He emphasized the importance of safety on most roads in the Northeastern portion of Missouri. Mr. Wrighton said that Kirksville recommends that the 15 year plan projects remain high priority.

The following ideas were presented to reduce costs of the 15 year plan:

- Form regional transportation commissions to increase an ongoing public input on projects.
- Enact legislative changes that would enable MoDOT to move more rapidly, such as ones that would reduce the lead times for projects.
- Permit greater involvement of local government in building transportation plans.

Mr. Wrighton suggested the use of transportation hubs to develop a stronger transportation system that moves people and products between hubs en route to a final destination. He mentioned that public transportation must be addressed in any future statewide plans.

Tim Whitaker - Mayor of Trenton

Mr. Whitaker stated the following points to the commission:

- The 15 year plan projects should be completed, because that was what the taxpayer understood. He said that if these projects were not completed, Northeastern Missouri would be not be allowed to develop as it desires.
- Safety is a major concern for roads in Northeast Missouri.

Phil Tate - State Representative

Mr. Tate made the following points:

- Waterways and ports need to be improved. Releases in upper river basins are key in the timely movement of agricultural products.
- Rural transportation needs to deliver access to healthcare and to play as a key component to the welfare reform, the workforce development and the quality of life.
- Implementation of the 15 year plan is an important component of total transportation for Missouri.

Larry Craig - Mayor Pro-Tem of Hannibal

Mr. Craig presented letters from public agencies in Hannibal. He emphasized the importance of the following points:

- Completing the 15 year plan.
 - Hannibal was not ready to accept a 20-25 year plan to complete these projects.
 - Hannibal supports necessary changes to receive adequate funding to complete the promises of the 15 year plan.
- Hubs cities are important in terms of industry, tourism, healthcare, education and retail.

J. Donald Tuley - City Manager of Moberly

Mr. Tuley discussed the importance of the following points:

- 15 year plan projects should be completed throughout Northeast Missouri.
- Various corridors should be redefined and expanded to look at all aspects of transportation, including air and rail.
- Create hubs to connect cities in Northeastern Missouri.
- The importance of quality transportation systems to economic and industrial growth.

Donnie Middleton - Mayor of Downing and Chairman of NERPC

Mr. Middleton stated that the connection of all transportation modes are essential to the future. He highlighted the following areas:

Roads surfaces - Widen and smooth to accommodate vehicles and farm machinery.
Bridges - Increase width and capacity to eliminate one way traffic for two-way bridges.
Four Lanes - Develop a network to provide connection to adjoining states.
Passing Lanes - Add for safety.
Shoulders - Add for safety.
Intersections - Add warning lights and improve sight distances.
Signage - Design to be more reflective and informative.
Rest Areas - Continue development and maintenance.
Water/River Ports - Develop more port authorities.
Air - Extend development of runways for larger aircraft.

Dale Whitely - Mayor of Macon

Mr. Whitely stated that lack of growth in Northeastern Missouri is a problem and that the 15 year plan is the lifeline to their future. Mr. Whitely said that four-lane highways are demanded and accessibility is key to any future growth. He urged the commission to find ways to fund the 15 year plan.

PUBLIC SESSION

Lanny Morley - Truman State University, Vice President

Mr. Morley discussed the poor accessibility for students to get to the university from St. Louis and Kansas City. He said that transportation to the university is virtually impossible without an automobile. Safety problems need to be addressed for the entire area, he added.

Sheree Webb - OATS, Inc.

Ms. Webb explained that the elderly and disabled depend on OATS to transport them around the area. She explained that OATS is also available for all residents in the area. Ms. Webb stated that welfare reform can only work with quality mobility and public transportation.

Don Summers - State Representative

Mr. Summers stated that he agrees fully with what the previous groups have presented to the commission and will support their efforts.

Rick Childers - Missouri Department of Economic Development

Mr. Childers discussed the following three points:

- Increased road access to communities to better serve all areas.
- Highway transportation as a key for accessibility.
- Completion of projects of 15 year plan to coincide with planning/development efforts which have already commenced.

He believes that allowing local officials help in the transportation planning process provides the most efficient plans and implementations. He concluded by discussing the deficiencies in Cass County, stating how difficult it is to get around in the county, especially Highway 71. He said that Missouri should incorporate planning that allows for revisions.

George Wolf - Director of Public Works

Mr. Wolf said that the deferred maintenance for existing infrastructure must be stopped. He encouraged the commission to incorporate the following points into the total vision of transportation of Missouri:

- Sensitivity to neighborhoods and the environment
- Public Transportation
- Provide highway improvements

He said that the 15 year plan should be revised as a result of the new vision for the state of Missouri.

Diza Eskridge - Platte County Commissioner

Ms. Eskridge discussed the need for roadway capacity for the Northlands area, due to increasing populations. She stated that public transportation is needed, especially when travelling from the east part of the KC region to the west.

Tim Kristil - KCI/Northland Chamber of Commerce

Mr. Kristil mentioned the congestion problems in the subdivision of the KC area. He stated the commission needs to look at funding strategies, while not utilizing highway transportation moneys for transit.

Mac Andrew - Jackson County

Mr. Andrew emphasized the use of a traffic relief route to stop I-70 from becoming a huge congestion problem.

John Solomon - Director of Aviation, KC, MO (Aviation Issues)

Mr. Solomon discussed the importance of the MPO's in planning transportation for the region. He said the number one problem is lack of public transportation to attract employment to KCI. He stressed the irreplaceable value of the airport to the entire KC area and how I-29 must be evaluated.

Doug Luciani - VP, Greater Kansas City Chamber of Commerce (Freight Issues)

Mr. Luciani explained how the freight sector accounts for 40,000 jobs and \$5 billion annually in KC. He stressed the importance of maintaining the state's transportation infrastructure. He said the new vision should develop a unique advantage over competing regions by having all modes at the disposal of shippers. He urged the commissioners to improve intermodal connectivity in the KC region.

Dick Davis - Kansas City Area Transportation Authority

Mr. Davis stated his disturbance with decreased federal operating assistance for public transportation. He urged for the continuation of Missouri State Funding, which has replaced the federal losses. He encouraged a dedicated source of funding from Missouri for public transportation, and to approach public transportation with a Bi-State approach for the KC area.

Mona Comici - OATS, Inc., West Area Manager

Ms. Comici explained the importance of OATS for the public, especially the elderly, disabled and welfare recipients. She stated that OATS supports MARC and the MPO approach.

Chuck Owsley - City Engineer of Kansas City

Mr. Owsley discussed the importance the Missouri River and how navigation on rivers are the most energy efficient and environmentally sound modes of transportation. Mr. Owsley said that capital improvements to ports need to take place because the system needs to expand.

Craig Hubler - City of Excelsior Springs

Mr. Hubler explained how the highway system is the lifeline for economic development in Excelsior Springs. He presented a status report on Missouri Highway 92-10-13. He concluded his presentation by saying Excelsior Springs and the 92/10/13 Corridor will support the completion of the 15 year plan projects.

Joe Simms - Presiding Commissioner of Henry County

Mr. Simms expressed his concerns with the poor quality of roads in Henry County. He said that the townships needing funding are the poorest in the county and would need assistance from the state.

Dick Fleming - Highway 7 & 13 Coalition

Mr. Fleming said the importance of the completion of the 15 year plan is paramount to the credibility of MoDOT and to the quality of life for the six counties of the 7 & 13 Coalition.

Martin Cooper - Economic Development Director of Henry County:

Mr. Cooper pointed out the trend of corporations moving from such areas as the West Coast to rural Midwest areas. He stated that those corporations based their relocation decisions on two criteria: 1) transportation and accessibility, and 2) quality of work force. While a high quality, loyal work force is important to the economy, economic growth in rural areas is in direct correlation to its transportation growth.

Bob Mitchell - Associate Commissioner of Lafayette County**Bob Estill - Mayor of Lexington**

Mr. Estill asked the commission to consider the following philosophies:

- Protect and complete the 15 year plan before trying to sell other fundable issues
- Complete alternative east-west expressways to divert KC's urban through traffic
- Support the importance of sustained and expanded river traffic in Missouri
- Promote and expand commuter and freight rail services

- Hold MoDOT accountable for the completion of projects funded by Propositions A and B

Ray Fetterling - Presiding Commissioner of Johnson County

Mr. Fetterling said he is interested in keeping the improvements of Highway 13 as a number one priority. He said that intermodal types of transportation services need to be another key issue.

Jim Landon - City Administrator, Warrensburg

The City of Warrensburg, according to Mr. Landon, is very interested in intermodal transportation. Expansion of the airport is important, as is a highway system and Amtrak with the type of population in Warrensburg - students, seniors and the Air Force base. He asked the commissioners to keep in mind that all communities are unique with different situations and projects important to their communities. Flexibility is important, allowing them to be innovative with the financial means to develop a transportation system.

Tim Whitaker - Mayor of Trenton

Mr. Whitaker wants the 15 year plan to continue and stay on target. He said the government already has a credibility problem and not completing the 15 year plan would only add to it. He also said that he would like to see safer bridges and roads, especially in the Trenton area.

PUBLIC SESSION

Nelson Heil - Carroll County Commission

Mr. Heil would like to see quality and safe roads to move agricultural goods. He would like to see the 15 year plan continued.

Don Clarkson - Heavy Constructors Association

Mr. Clarkson is a strong advocate of the 15 year plan and encourages the commission to continue the projects on the plan and find additional funding sources for them.

Geral Rinacke - Truck Transportation

Mr. Rinacke told the commissioner that he still wants the 15 year plan completed, because those projects were to be funded by the six cent gas tax. He said he does not believe in the concept of light rail for KC.

John Horn - Earthriders Bicycle Club

Mr. Horn told the commission to think of the bicycle as a positive influence in transportation. He explained the fact that it is inexpensive and needs only minimum infrastructure to operate. He discussed the barriers for bicyclists, including safe, efficient routes and parking problems.

Bob Berkebile - Environmental Management Commission

Mr. Berkebile presented a vision for a total transportation system that incorporates the following:

- Provides access rather than just mobility
- Provides a range of mode choices
- Does not directly or indirectly stimulate a need for additional transportation
- Emphasizes movement of people and goods, rather than vehicles, and streets as public places, not just traffic thoroughfares
- Provides for smooth connections between modes
- Has minimal impact on the natural environment
- Exhibits a sensitivity to aesthetics
- Respects and complements communities
- Promotes patterns of development which are compact
- Conserves and maintains existing infrastructure
- Promotes energy and resource efficiency

David Gates - Citizen

Mr. Gates explained how public transportation plays a major role for people with developmental disabilities and psychiatric problems. He urged the commission to not cut public transportation funding, but rather increase mass transit so that all people can move independently.

Joe Alder - Brain Injury Association of Missouri

Mr. Alder discussed the importance of being able to safely walk, and to make walking an alternative mode of transportation. He discussed the following issues for the commission to remember when creating their vision:

- Safety
- Accessibility
- Mode Choices

He urged the commission to maintain Amtrak service between KC and St. Joseph and assess rail crossing safety throughout the state.

Robert Schweiger - Citizen

Mr. Schweiger discussed the problem with the lack of urban planning. He said that public transportation is a necessity.

William Bundschu - Citizen, Missouri Bicycle Federation

Mr. Bundschu discussed the needs for Amtrak to accept boxed bicycles for all routes. He said that bicyclists do not have many safe places to ride and urged the commission to find a way to make bicycling a safer mode of transportation.

Peter Dreyfuss - Citizen

Mr. Dreyfuss emphasized his belief that the local communities/governments should be involved in the transportation planning process. He said that we need to ensure that total public input is achieved on all transportation plans.

Paul Davidson - Alliance for Safe Highways

Mike Klug - MOKS Rail

Mr. Klug discussed how trains are energy efficient and will become a leading transportation mode in the near future. He explained how our dependency on oil will have to be deterred due to lack of abundant natural resources.

Wayne Copple - MOKS Rail

Mr. Copple urged the commission to look toward building a more balanced system, integrating an intermodal system. He believes the gas tax should benefit all modes of transportation. He would like to see a public transportation system that is extremely user friendly, with feeder systems to link communities.

Chris Gates - Citizen

Mr. Gates encouraged the commission to strongly look at bicycles and walkways as a portion of total transportation.

Richard Zbinden - Metro Coalition for Sensible Transportation

Mr. Zbinden discussed a vision including all types of transportation. He reminded the commission to be prepared for a future with extreme limited natural resources.

Doris Sherrick - Citizen

Ms. Sherrick described her vision as one that includes an extensive and user friendly mass transit system. She said that this type of system would allow aging people to remain independent when their driving days are over.

Claus Wawrzinek - Citizen

Mr. Wawrzinek urged the commission to find ways to reduce the amount of driving and dependency on oil for a future vision of transportation. He explained how many people are forced to have cars because of poor public transportation systems.

The commissioners thanked everyone for attending the meeting and adjourned the meeting at 7 p.m.

Respectfully submitted by The Vandiver Group. For copies of available submitted transcripts of presentations, please call The Vandiver Group at 314/991-4641.

TOTAL TRANSPORTATION COMMISSION OF MISSOURI

**Public Forum
Drury Lodge
Cape Girardeau, MO
Thursday, November 21**

PRESENT:

TTC Commissioners: Lee Kling, Steve Bradford, Mike Right, Joan Bray, Ron McLinden, Bob Holden, Richard Hrabko, Joe Fahey

HNTB and TVG: Susan Benton, The Vandiver Group; Tina Poston, The Vandiver Group, Mack Bradley, The Vandiver Group

Total Number Present: Approx. 80

Meeting Began: 3:00 p.m.

Meeting Ended: 6:45 p.m.

MEETING SUMMARY:

Steve Bradford, TTC Vice Chairman, introduced the commissioners and presented a background on the TTC prior to the scheduled presentations.

SCHEDULED SPEAKER SESSION

Tom Tucker - Executive Director, Southeast Missouri Regional Planning Commission

Mr. Tucker highlighted many points as follows:

- There is limited access to the few roads in the Cape area. SAFETY FIRST. Add shoulders to narrow roads. Roads should be improved concerning sight distance, accessibility, economic impact, access to industry and local access to industry.
- River transportation should not be ruled out-it is regaining its prominence. Dedicated port development fund would be an aid in this long-term effort.
- Airport facilities should be expanded where relevant/feasible.
- Rail transportation, though expensive and different, should be kept open for present and future.
- MoDot should focus on immediate future, not long-term 15 year plan. Roads we have now can't handle today's traffic.
- Companies don't come to Cape because there is no transportation - especially airports
- Improvements are needed on East-West and North-South arteries.
- The state should set aside funds to react to new projects instead of taking years to respond.

Al Spralding - Mayor, Cape Girardeau; John Mehner - Chamber of Commerce, Cape Girardeau

Mayor Spralding referred to Cape as the "Mecca of the Midwest," said all modes of transportation were vital to the Bootheel Area:

Transportation is:

I. Economic Development

- A. Build a public transportation network
- B. All pieces don't have to be perfect, but should be available
- C. Existing businesses - don't disappoint them with transportation infrastructure
- D. Tourism - second leading industry in Missouri
 - 1. Mississippi Queen/Delta Queen
 - 2. Convention

II. Public Good/Quality of Life

- A. Access to public transportation is not good, it is not available
- B. Make jobs more accessible
- C. Healthcare is hard to access
- D. Low post secondary and graduate degrees in area
 - 1. No transportation
 - 2. Little accessibility

III. All modes of transportation

- A. More mass transit
- B. Strongly urge completion of Proposition A and the 15-year plan as they pass ever-evolving test of relevancy.
- C. There should be limited funding for airports - but wants funding for towers at airports for safety reasons, cited recent Quincy incident/papers where plane crashed because there was no tower.

Bill Osborne - Executive Director, Southeast Missouri Transit Services

Mr. Osborne said that Missouri's transportation infrastructure is a large part of the quality of life for all Missourians and Americans. There should be a focus on 15-year goals:

- Every Missourian should have at least weekly travel to healthcare facilities.
 - 1. Rural Missouri can become more attractive for residents and retirees by assisting those who stay in their homes.
 - 2. Everyone can participate in healthcare: prenatal, immunizations, service and mental health.
 - Mental, dental care should be accessible.
- Worker, trainee shared travel for work, training and continuing education trips.
 - People are unemployed in their area because there is no transportation.
 - Too many people are unemployed in area when that could be fixed.
- Establish a "best practices for continuous improvements" that can be shared.

Dusty Grooms - Pemiscot County Port Authority

Mr. Grooms spoke of the Pemiscot County port. The port is located on land that once was swamp ground. It was turned into industrial property for Hudson Fertilizer in 1981. Hudson was the first business to have fertilizer shipped out of facility. It is now owned and operated by MFA Fertilizer Company. Barges that dock for industries at the port carry around 100,000 tons of fertilizer per year (in recent years). Relationship between the river and highways, I-55 and 155, provides an excellent transportation system making the facility easily accessible to the nine counties in rural Missouri serviced by the port. A bypass around 412 around Hayti will give

farmers from Dunklin county a more efficient route to the port by the farmers. His goal is to provide an alternative mode of transportation to existing industries and to enhance the marketability of the county. Mr. Grooms said this would help to attract new business to the county.

The port is not self-sufficient, actually operations only pays 1/2 of transportation costs.

David Hume, Mayor Hayti Heights

Mayor Hume was scheduled in the 4:05 p.m. time slot, but was not present at the meeting.

Bill Green - Director of Economic Development for City of Sikeston/Member, Bootheel Area Economic Development Association

Mr. Green listed members of Economic Development Association who were in attendance - all representing different counties.

While these people all compete with one another on different economic development projects, there is one point upon which they all agree: the absence of a regional intermodal transportation strategy in Southeast Missouri is the major contributing factor to protracted poverty and unemployment.

In order to attract projects, the area must be competitive with highway, air traffic and railroad entities. Cape Girardeau is losing business to other cities/states because there are no roads suitable for heavy trucks to travel on. Mr. Green cited Frito Lay example where Arkansas got the plant when both states, Missouri and Arkansas, were considered for it.

Jefferson City said if the Bootheel supported Proposition A and six cent gas tax, then Cape would be included in 15-year project. He stated that they have yet to see improvements. He would like to see past commitments honored.

Other points he mentioned were:

- The importance of promoting tourism.
- Bootheel needs excellent highways and river crossings.
- Southeast Missouri developers are now competing with Kentucky developers.

When asked by Commissioner Holden if Mr. Green felt betrayed by the state/projects, Mr. Green said yes, they supported statewide projects and haven't gotten anything back.

Mr. Green would like 10-year plan to address the more immediate concerns instead of outdated 15-year plan. Com. Holden asked how close to an airport would be acceptable for a county to grow. Mr. Green said 45 minutes or less. Com. Holden further asked: "How does the state provide access to areas against the needs projected 10 years ago?" Mr. Green said, "Provide jobs for everyone who wants one."

Bob Kielhofner, Dan Overby, Josh Bill

Bob Kielhofner - Presiding Commissioner, Scott County

Mr. Kielhofner mentioned going back to the 10-year plan to fulfill some promises. Roads mean everything to them. He thanked the commission for their efforts with the ports.

Dan Overby - SOUTHEAST MISSOURI Port Authority

Mr. Overby spoke about the ports in the Bootheel. Ports in the area have money allotted already-the state won't give the ports any more money, they run themselves. There are many opportunities for investments with the ports. A link should be provided as a short-line connection to other railroads. Cape needs a good highway going west to link into US 60 and one going east to southern Illinois to Paducah.

Josh Bill - City Council, Sikeston; Bootheel Representative Advisory Committee; City Minor, Scott County Representative

Mr. Bill expressed that the Highway Commission offers the best chance for the state of Missouri, especially rural Missouri. He touched on other areas, stating that:

- Rural communities receive less back from the state than it puts in gas-wise.
- Funnelling of interstate travel should go to smaller cities, particularly in the Bootheel.
- St. Louis, he said, was by design - Cape should be too.
- Scott County members are preparing a proposal for a northern interchange that they feel has potential for other projects, in which surrounding counties would contribute to the funding burden. They would like objective formula that considers an abilities community to pay.
- Bootheel has poorest counties in nation - something needs to be done. The need for head-start services is overwhelming.
- Southeast Missouri can't attract industry unless 4-lane highways are built, especially in cities with populations of 5,000 people for more.

Tim Whitaker - Mayor of Trenton

Mr. Whitaker stated the following points to the commission:

- The 15 year plan projects should be completed, because that was what the taxpayer understood. He said that if these projects were not completed, Northeastern Missouri would be not be allowed to develop as it desires.
- Safety is a major concern for roads in Northeast Missouri.
- Cited specific instance when his family was involved in accident due to unsafe roads.

PUBLIC SESSION

Larry Payne - Cape Chamber of Commerce

Mr. Payne supports the commission for their efforts. He has strong support for intermodal and further transportation. There is not a consistent system for elderly and handicapped citizens for medical care or other needs.

David Brewer - President, CEO First Financial Bank of Mississippi County; Vice-Chairman of Mississippi County Highway Development Society; Member, Bi-State Close the Gap Committee

Mr. Brewer explained that there was no way to get from the Lake or Columbia to Cape - Southeast Missouri is isolated from the rest of the state. Mr. Brewer said to start looking at the central part of the state as the hub. All roads are winding and unsafe. These should be given first priority.

Jim Dismuke - City of Farmington

Mr. Dismuke said that a lot of promises come and go but he would like to see the commission follow through with their plans for Cape road improvements. He also touched on the following points:

- Everyone should be able to get to medical facilities.
- Walkability routes should be readily available.
- A positive attitude should be maintained to get everything accomplished.

Dr. Doug Ross - 6567 Coalition

Dr. Ross, a dentist in the Cape area, brought maps and passed out a booklet to all of the commission highlighting his points.

- Dr. Ross cited specific highways to be extended or linked.
- Cape needs larger four lane roads.
- The 15-year plan needs to be maintained.

In the Heartland:

- ▶ Improve old roads.
- ▶ Add new projects as they become relevant.
- ▶ There should be an economic status upgrade.
- ▶ There should be improved aviation.
- ▶ By building a new corridor, it will bring about new projects.
- ▶ Don't discount Mississippi River travel.
- ▶ Preserve the rail service.

Ross stated that if the 15-year plan is not monetarily correct, it's probably not relevantly correct.

Russ Kullberg - Citizen

Representing the public, Kullberg asked the commission to consider the quality of life - think small: bikes, mass transportation. He also touched on the following points:

- Safe roads for bikes, walkers
- Oil in the future will be so expensive, we'll soon be crying to Russia for oil.
- There are no sidewalks. How do we get kids to exercise?
- In small cities, minibus systems work well - so do bikes. Cape should try these systems.

Emory Oliver - Washington County/ Potosi IDAs

Washington County has been left out in every sense of the word. Mr. Oliver said that Washington is not considered with St. Louis, not considered with Cape. Other things he mentioned were:

- Washington County supported the 1/2 cent sales tax dedicated to industrial economic development. Washington is one of the poorest counties in state but unanimously passed 1/2 cent sales tax anyway because they were made promises that have yet to be kept.
- Potosi has newest shoe business - possibly the most advanced in the world - Redwing Corporation. They have corporate aircrafts that cannot touch down in their town.
- State should give support to Washington and keep in mind importance of the corridor between 44 and 67.
- Potosi's right-of-way is already owned by state for four-lane road - do something with it.

Brian Alworth - Citizen

Local Cape newscaster, Mr. Alworth, stressed the importance of Cape's growth and the quality of life issue. He claimed that Cape has given no real thought to transportation for the future.

Pete Kerr - Citizen, economist, advocate of cycling access and safety.

Mr. Kerr said bike trails don't work as currently constructed, they are too narrow and dangerous. Com. Bray said that all trails are built to some federal standards. Kerr's response was that the federal government was misguided. After questioning from Com. McLinden, Kerr said he would agree to a fee or tax to go along with cycling, if that money would go towards making bike lanes safer with more signage and rules.

The commissioners thanked everyone for attending the meeting and adjourned the meeting at 6:45 p.m.

Respectfully submitted by The Vandiver Group. For copies of available submitted transcripts of presentations, please call The Vandiver Group at 314/991-4641.

TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Public Forum
Springfield Chamber of Commerce
Tuesday, Dec. 3, 1996
1-7 p.m.

PRESENT:

TTC Commissioners: Jim Anderson, Harriet Beard, Rep. Joan Bray, Christopher Brescia, Elise Crain, Joe Fahey, Peter Herschend, Bob Holden, Chairman S. Lee Kling, Rep. Don Koller, Pam May, Ron McLinden, Michael Right, Barry Seward

The Vandiver Group: The Vandiver Group: Pat Crowe, Susan Benton, Mack Bradley

Total Number Present: Approx. 135

Meeting Began: 1:00 p.m.

Meeting Ended: 7:00 p.m.

MEETING SUMMARY:

Chairman Kling thanked Jim Anderson for his hospitality, explained the purpose of the commission and the process of the public forum. He then introduced the commissioners present.

SCHEDULED SPEAKER SESSION

Steve Lewis, City Manager, City of Joplin

Population growth and tourism in southwest Missouri has put pressure on transportation systems. The state must be responsive to the needs of fast-growing cities, like Joplin. U.S. 71 corridor is important.

Harold McCoy, Chairman, Joplin area Metropolitan Planning Organization

Gave an overview of statistical data for the Joplin Metropolitan Statistical Area. Joplin will need double the amount of state transportation funds in the future.

Mel Waldbridge, Co-Chair, Hwy 71 Corridor

Has been working for years to improve U.S. 71 south of Kansas City to interstate standards--insufficient funds are dedicated to this now.

Rob O'Brien, President Joplin Chamber of Commerce

Interstate 44 and U.S. 71 are the key transportation components in the region. Key needs: a separate and secure funding source for mass transit; U.S. 71 upgraded to interstate standards from Kansas City to the Arkansas border; proper funding for the 15 Year Plan, with more money for regional airports; user fees collected from mass transit should go back into mass transit.

Questions for this group solicited answers affirming the prime importance of U.S. 71 in the region, the need to keep highway and mass transit funds separate, and the significance of local funding to show support for transportation projects.

Steve Stockton, President, Missouri Airport Managers Association
Manager, Joplin Airport

Jet fuel tax should go into an aviation fund, not general transportation fund. Air traffic control problems need more attention. Dollars allocated to aviation should be used for maintenance rather than new construction. The state needs a dedicated funding mechanism for aviation.

Howard Fisk, Springfield Area Chamber of Commerce
Springfield relies more than ever on transportation systems.

David Coonrod, Presiding Commissioner, Green County
Chair, Springfield area MPO

Transportation is critical to Springfield's Vision 20/20 process. Citizens recently passed 1/8 cent sales tax to support transportation.

Fred May, Planning Director, City of Springfield

Transportation principles: regional, intermodal, streets & highways, congestion management, land use & development timing, inter-agency coordination.

Dr. Robert Spence, Chairman, Springfield Board of Public Utilities

Relaxed restrictions from the state would allow for more collaboration between communities on public transit. Dedicated funding source for mass transit is important.

Hon. Leland Gannaway, Mayor of Springfield
Vice-Chair, Springfield area MPO

Inter-governmental cooperation is the key to this process--the state should prioritize projects based on local participation (springfield is a model of innovative local participation).

Hon. Louis Schaefer - Mayor of Branson

Highways are critical to the Branson economy--6 million visitors to Branson each year (12% of Missouri's tourism revenue). The state needs to connect smaller communities with better roads, consider environmental factors in transportation development, develop regional mass transit from Springfield to Branson and a regional general aviation airport in Branson.

Dick Hall - Regional Advisory Board for Intermodal Transportation

Long and short term solutions for Stone and Taney Counties were presented. They included completion of the Ozark Mountain High Road, widening of Highway 65 to four lanes and concurrent improvement of all interchanges between Branson and Ozark, 1996 and continued improvements to Highway 160. In Stone County, the widening of Highway 13 from Reeds

Spring to Kimberling City is critical. A general aviation airport is needed within the two-county area. Alternative travel modes to reduce highway congestion and to conserve resources is necessary. Other specific transportation improvements were recommended in the Intermodal Transportation Study dated September 1995 and presented to the commissioners. RABIT also made these recommendations: innovative financing programs and enabling legislation to allow local governments to raise additional funds for transportation improvements; the need to coordinate transportation system improvements between states; the need for a state-wide mass transit system.

David Miller - City Engineer, City of Branson

Mr. Miller discussed the implementation of a trolley system in Branson to alleviate traffic congestion. A \$15 million dollar grant is needed to establish one. Long term, the state needs to consider future funding of the trolley. Ultra light rail in Branson was presented, giving better access to the tourist industry. He also discusses the Southern corridor - Sikeston to Branson and Neosho.

Tony DeLong - Stone County

Mr. DeLong pointed out that Stone County has grown 20% from 1990 to 1995 and assessed value has grown 40%. Those figures could be increased by addressing all modes of transportation to southwest Missouri. Unemployment is still a problem, constrained by the inability of citizens getting to work. The lack of mobility and accessibility stall Stone County's economic growth. There is a need for three-laning major roads, traffic lights, turning lanes and improved shoulders.

Steve Horton - Ozark City Administrator
not present

Jan Blase - City Administrator, City of Nixa

The improvement of roads is necessary before funding is found especially for growing communities like Nixa. Alternative transportation systems are necessary in order to rely on cars. Rail connections between Springfield and other cities in Missouri should be explored.

Royce Fugate - City Administrator, City of West Plains

Every county in MoDOT district #9 has higher unemployment figures than the state average. In 1990, 28% of district 9 citizens commuted out of the district for employment. SMSU- West Plains campus urges the continued development of roads for the safety of students and employees. The growth of the beef cattle industry in southwest Missouri has presented trucking issues on the Highway 63 and 60 corridors. Mr. Fugate stated the need to find the means and will to get back on the 15 year plan.

Steve West, 1st District Commissioner, Camden County

Mr. West made the following points and recommendations:

- Supports the maintaining and accelerating of the 15 year plan

- Expand two lane highways and increase four lane highways
- Highway 5 should be a four lane highway
- Route 7 needs improvement
- Missouri generates billions of dollars in tourism, with the Lake of the Ozarks contributing to 15% of the total; improved transportation will increase convention business
- Airport service is still needed
- Goals for the Lee C. Fine Regional Airport and other regional airports were defined for tourism and convention business

Tom Tinsley, Representative from the Ft. Leonard Wood Regional Commerce and Growth Association and City Administrator, City of Waynesville

Mr. Tinsley urged the commission to include the Ft. Leonard Wood area in the 15 year plan because of the growth of the area. Deployment route from the fort through the Lake of the Ozarks to Wideman Air Force Base should be considered. Corridor of interest is State Highway 17 from Highway 63 to Houston, north to State Highway U to its intersections with Highway 42, and then to 54. He expressed the need for a safe, direct north and south route from the bootheel to Kansas City.

Pat McCourt - City Administrator, City of Osage Beach

The quality of life issue was presented in relation to how traffic problems affect the citizens inability to allow them take care of normal daily routines. The north area of the city has experienced a thirteen percent growth in traffic since the bridge was developed in 1993. Projects included in Proposition A need to be completed. Continuation of Highway 54 through town is needed for efficient intercity transportation.

Elmer Meyer - City Administrator, City of Camdenton

Thirteen million cars travel through Camdenton annually. The school system has 3,700 students. Both contribute to the traffic congestion in the city. For the safety of the students alone, the conditions of the highway need to be addressed. Economic development was addressed. He urged the commission to meet the commitments of the 15 Year Plan.

Bruce Mitchell - Camdenton Area Chamber of Commerce

Mr. Mitchell said there is an anticipation of growth in baby boomers and retirees moving to the Lake. He proposed expansion of Highway 5, adhering to the 15 year plan, and expounded on the effect of the growth of Ft. Leonard Wood.

Steve West, closing remarks

In his closing remarks, Mr. West promised cooperation between public and private entities to solve the transportation problems in the Lake of the Ozarks region.

Richard Cavendar - Executive Director, Meramec Regional Planning Commission

Mr. Cavendar stressed two main points: Economic development and safety. His commission

had held several meetings throughout the state on transportation. They were to make recommendations to the governor. He stated that the people should take more than a passive role in transportation issues. Safety needs to be the prime concern when determining new projects - especially on bridges and roads.

PUBLIC COMMENT SESSION

Tom Hill - Highway 65 Corridor

Mr. Hill brought graphs and drew the commissioners attention to the highway 65 corridor. Development of highway 65 into a 4-lane road will bring more business. It is also good for recreation and tourism.

Julia Street - Rail passenger service for Steven Reed

Ms. Street read a petition which included over 1,700 signatures titled, "The Public Must Speak." She asked the commission to evaluate state's transportation needs without any preconceived notion. A community had voted for a rail passenger service from St. Louis to Springfield. It would bring a great deal of tourism to the town.

Greg Anderson - Camdenton

Mr. Anderson discussed the Niangua Bridge in Camdenton - it was dangerous 17 years ago and still has not been improved. He was in an accident with a tractor/trailer and had nowhere to go because the bridge was so narrow. He would like to see safer bridges and expanded highways in the Ozarks. Many people travel through Osage Beach - make the roads safer, easier to travel. Mr. Anderson asked that the bridges become a high priority.

Jim Rogers - Camdenton

Mr. Rogers touched on two points:

- Baby boomers will be arriving at the Lake - a lot of people are at the right age to move out for retirement.
- TT and F, MM and TT intersections have only two stop signs. He would like to see more to accommodate the road projects and amount of people who will be living at the Lake.

Highway 5 is a major concern; he stressed that it cannot handle today's traffic. People should start thinking of the Lake as an all-year place to live, not just three months out of the year. The area needs funding for a 10-mile stretch of road.

Lester Marsh - Joplin

Mr. Marsh spoke of energy efficiency. Missouri is tied with New Jersey for the sixth worse state for transportation. We should encourage the use of intermodal transportation. Add computers to trucks to determine who is driving so each driver drives an equal amount of hours.

Forrest Klein - Springfield

Mr. Klein believes that today's trains could not move people and material like the trains in World War II.

Gary E. Cuendet - Camdenton

Mr. Cuendet spoke about the Highway 5 corridor in Camdenton. On a given day 46 buses travel twice daily and doubles the population of the town. Bridges and roads are very dangerous in Camdenton. Highway 54 and Highway 5 have no shoulders. Many buses get their mirrors hit from oncoming traffic. This is a high risk for kids riding the buses.

Noel G. Chase - Council of Churches of the Ozarks

Mr. Chase discussed his involvement with non-profit transportation. He stressed the importance of continued support for elderly transportation and other non-profits. His vision is for area-wide transit access.

Scott Kosky - OATS, Inc.

Mr. Kosky expressed his happiness with the commission for supporting the OATS programming. OATS deals with youth, elderly and disabled and does so under \$6 million operating and capital costs per year.

Gail Myer - Travel Council, Jefferson City

There are many jobs in tourism and travel throughout the state. There is a lot of industry possibility for the state. People from other places to spend money in Missouri. When thinking of tourism we must consider:

- Economic development for the state.
- Scenic highways - remove/limit the signage along the roads.
- Quality connectors between population centers connecting towns of more than 10,000 people.
- The Travel Council will provide any information needed.

The commissioners thanked everyone for attending the meeting and adjourned the meeting at 7:00 p.m.

Respectfully submitted by The Vandiver Group. For copies of available submitted transcripts of presentations, please call The Vandiver Group at 314/991-4641.

TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Public Forum
UMC - Stotlar Lounge
Columbia, MO
Wednesday, December 4, 1996

PRESENT:

TTC Commissioners: S. Lee Kling, Steve Bradford, Harriet Beard, Richard Hanson, Mike Right, Edna Freeman, Joan Bray, Pam May, Chris Brescia, Gil Langley, Ron McLinden, David Shorr

TTC Staff: Steve Knobbe

HNTB and TVG: HNTB: Scott Smith; The Vandiver Group: Pat Crowe, Brett Stawar, Mack Bradley, Susan Benton

Total Number Present: Approx. 125

Meeting Began: 3:10 p.m.

Meeting Ended: 8:15 p.m.

MEETING SUMMARY:

S. Lee Kling, TTC Chair, introduced the commissioners and presented a background on the TTC prior to the scheduled presentations.

SCHEDULED SPEAKER SESSION

Rick Outersky - City Administrator, Richmond, MO

Scheduled for 3:00-3:10; not present

Mr. Rich May- City Administrator, Jefferson City, MO

Mr. Mays presented the following points to consider regarding Jefferson City's and Missouri's transportation needs:

- State needs to take a stronger role in financing the major transportation projects.
- Roads: continued maintenance and improvement; continuation of the 15 Year Plan; feels that partnership between local communities, counties and the state using transportation corporations have a lot of potential for accelerating needed highway projects. Transportation corporations can expedite the funding of projects.
- Aviation: state needs develop a plan that addresses the needs of the general aviation airports and the funding required to maintain this important element of transportation system; help for funding air traffic control.
- Railroads: Missouri needs to give high speed rail serious consideration.
- Mass Transit: Bus service provides over 300,000 passenger trips per year for the elderly, those with disabilities and others. The state should continue to play an important role in producing funding for mass transit including Missouri inter-city bus service. Show Me Coach was discussed.

- Waterways: Missouri needs to protect its navigable streams and support port development.

Chris Yarnell - Director of Public Works, Cole County

Mr. Yarnell expressed a need for other modes of transportation. He does want to maintain the existing funding sources for the highway system of Missouri, and is exploring funding from the State Infrastructure Bank.

C. Edward Young - Eldon City Administrator

Mr. Young noted that Lake of the Ozarks traffic has negative effects on the city of Eldon. One example is the "dangerous" Highway 87-54 intersection. Both industrial traffic and local traffic have to use the congested Highway 54, and Business Loop 54 is narrow and winding, making it dangerous. The importance of the Eldon Airport was discussed, and he also suggested the reactivation of the Southern Pacific rail line.

Vince Allee - Morgan County Commissioner

Mr. Allee represented the Highway Coalition Corridor. He addressed the critical areas of Highway 5 and stated it was outdated and dangerous. The area has experienced an 8.4% growth in permanent residents, and it has magnified the need for better transportation for residents and tourists. He also suggested accessible networks and urged the commissioners to keep the 15 Year Plan on schedule.

Dan Gier - Presiding Commissioner, Miller County

Mr. Gier represented the county between the lake region and Jefferson City. He addressed the transportation needs of this area from tourist and industry perspectives. The Highway 54 corridor needs improvement for safety reasons, and the Highway 42/17 corridor to I-70 needs improvement in order to serve industry better. Those industries include the region's turkey farms, which Missouri ranks 5th in the nation, and the growing pork farms. The Lee C. Fine Airport was discussed in terms of needed improvements. In its present state, the runway is not adequate for commuter traffic which is essential for the area to grow.

Bill Johnson - Director of Administration, City of Fulton

Mr. Johnson pointed out that quality roads bring economic vitality. He also expressed the need for safe interchanges. He mentioned that businesses wouldn't locate to Fulton because of a lack of highway accessibility and ramps. The idea of a transportation corporation in Fulton was discussed, and he pointed out the needs of the Fulton airport.

Lee Fritz - Presiding County Commissioner, Callaway County

In rural areas, the safety and integrity of bridges and roadways is most important. Mr. Fritz didn't think walkways and bike paths should be funded by enhancement fund; those funds should be used for roads and bridges. It is a financial burden if road designs don't hold up over time. Small communities rely on state finances and manpower to maintain the roads. He noted a study by the state of Virginia, a rural addition program.

Richard Webber - Presiding Commissioner, Audrain County

Mr. Webber proposed that Highways 54, 19 and 107 be four-lane highways. If there is a lagging in funds, those projects could be prioritized by constructing Highway 19 first, then 54 and 107. He stated the four-laning was necessary to get products in and out of Missouri; connection of better roads are needed to easily move agricultural products. He also stated that Audrain County would like to be made aware of changes in highway plans.

Mildred Connor - Saline County Commission, Transportation Representative

Ms. Connor would like to see the Amtrak Superliner run from St. Louis to Denver. She also pointed out that Highway 65 is the route used to move grain and livestock north and south. For this reason, it needs to be a major transportation route.

Mike Dillon - Southern District Commissioner, Saline County

Mr. Dillon stated that the four-laning of Highway 65 corridor was part of the 15 Year Plan. Tourism is projected to be the number one industry in 1997. Highway 65 crosses the most rivers, is closest to most lakes in the state, and is a route to historical sights, theme parks and colleges. Because of its importance, he urged the commissioners to complete the Highway 65 plan. Rural areas offer good qualities for expansion of industry, but good roads are necessary. He urged the commissioners to not make promises that can't be kept and asked where did the money for the funding of the 15 Year Plan go.

Ron Kruse - Missouri Association of County Development Disability Service

Mr. Kruse discussed the concern with the increasing cost of vehicles and the lack of access of transportation services for individuals. Mr. Kruse presented the following solutions to assist in the efficiency of the state's transportation vision:

- Allow counties to solve their own problems
- Expand the MTAP program and allow flexibility in Missouri elderly assistance
- Combine services for the elderly and handicapped

Ray Beck - City Manager, City of Columbia

Mr. Beck stated that transportation issues are inherently regional and that Columbia has solved problems as they have arisen. Mr. Beck made the following recommendations:

- Include all forms of transportation
- Incorporate new technologies
- Be responsive to local issues
- Plan for adequate funding
- Build partnerships
- Update 10/15 year plans

Mayor Hindman - City of Columbia

Mayor Hindman said that the growth of costs must be tied to development in cities and the new plans should provide incentives. State highways are key to cities, but they impede pedestrian traffic. Pedestrians and cyclists must be taken into account for future plans.

Don Stamper - Presiding Commissioner, Boone County

Mr. Stamper said that basic standards for development should be set in the county. He said that

joint projects should be discussed with the state and cities. Mr. Stamper encouraged the state to admit to the shortfalls in the current plan and move beyond them.

Mark Palmer - Serve, Inc.

Mr. Palmer encouraged the continued service to diverse riders. He said that dedicated funding sources should be presented for all modes of transportation.

Representative Whiteside

Rep. Whiteside addressed rural concerns, lack of rail service in Missouri and the need for good highways and road in rural Missouri. Whiteside said he fears the 15 Year Plan will be lost and money for rural roads will go toward mass transit.

Presiding Commissioner - Randolph County

The commissioner stated that highway 63 needs to be widened and the 15 Year Plan projects need to be completed.

PUBLIC COMMENT SESSION

Dan Tarr - Associated General Contractors of Missouri

Mr. Tarr stressed the following points:

1. Credibility must be restored concerning projects.
2. Dedicated public transportation funding must be increased.
3. Missouri's transportation system must be revitalized.

Internal spending should be reduced. Bonding should complete the funding for the projects that were promised in the 15 Year Plan.

Rep. John Griesheimer - Franklin County

Rep. Griesheimer stated that when the commission is gathering information, they should consider all modes of transportation. Somehow we should figure out a way to get people out of cars and into other modes of transportation - like Amtrak. Run Amtrak through the state of Missouri. Look at bus systems and other mass transit for the counties of Missouri.

Nancy Lewis - Link the Lakes Corridor

Ms. Lewis represents what is primarily a tourism corridor, but there are also higher education links like Drury College, William Woods, Westminster, and Lincoln University. These places rely on transportation to keep them competitive with other schools. She would like to see access to 4-lane highways. Keep the promises of the 15 Year Plan.

Wayne Lammers - Booneslick Historical Society

Mr. Lammers discussed river, rail and trails. The Missouri River is beautiful and should be used more for both recreation and transportation. The state should expand Amtrak through the pretty countryside of Missouri. The Katy Trail is a wonderful and runs through Booneville, people should take advantage of it.

Charlotte Reid - Lake West Chamber

Ms. Reid and her group stressed the importance of repairing a dangerous, outdated road, Highway 5. Buses have to stop to avoid being hit on this 20 foot wide highway with few

shoulders. There are no shoulders and there are steep dropoffs along the road. Too many children travel these roads, some over 100 miles a day. These outdated roads have dissuaded businesses from settling in the Ozark area.

Sharon Robinson - Administrator for Co-Missouri Ambulance

Ms. Robinson stressed the importance of improving the quality of Highway 5. She used to work as a medical helper and she saw many accidents occur on this road. All could have been avoided with an up-to-date road. People have nowhere to pull over for emergency vehicles on Highway 5 because there are no shoulders. Accelerate the 15 year plan. If it has been scrapped, put Highway 5 at the top of the list.

Dennis Troffer - West Lake Chamber of Commerce

Mr. Troffer stated that he has seen an increase in traffic in the last 20 years and the roads have remained the same. His wife was almost killed by a semi truck and could not go anywhere because there were no shoulders. Drivers fly through the Lake area on roads that are winding and outdated. Many are unfamiliar with the roads, making it an even more dangerous situation.

Jack Daniel - Lake West Chamber

Mr. Daniel explained that automobiles are the main form of transportation. Highway 5 is dangerous and outdated. He said make it one of the top priorities to fix it.

Walt Infield - Gravois Mills

Highway 5 is dangerous. Get 15 Year Plan on track.

Chrissy Winkler - Citizen

Ms. Winkler lost her husband in an accident on Highway 63. This road needs to become a 4-lane highway soon. Spend the money on Highway 63 because many people have died/been in accidents on this road.

Carolyn Winkler - Citizen

Her son was killed on Highway 63. She requested that Highway 63 become a 4-lane road soon.

Scott Wrighton - City Manager of Kirksville

There were many transportation issues that he addressed. The state needs to redefine highway corridors, identify major transportation funds, and plan better for the future through financing these projects. There needs to be a statewide rural, urban involvement in regard to the "pay to play" term. Streamline the right-of-way and get on schedule with the 15 Year Plan.

Dan Drake - Citizen

Mr. Drake expressed that the Highway 5 tourism issue is good, but stated that the roads are unsafe. People don't send their kids to school on icy days because the roads are so unsafe. Highway 5 was built in 1931. It was a nice road when he "...was seven years old." There are too many accidents on the road. Highway 5 should be a high priority.

Marty Pleske - OATS

OATS operates in a 15 county area. The organization gets elderly where they need to go, be it

medical, work or other. There is a greater number of elderly in the area, which doubled the steady increase in Medicaid costs. The state should give equal consideration to transit issues.

Patty Kinder - Highway 65 Corridor

Ms. Kinder expressed that there needs to be a timely completion of the 15 year plan. Communities at Highway 65 were excited about the plan when it first came out, but still nothing has happened - no improvements. TTC should accelerate the plan. Her suggestions were:

- Tourism - connect I-35 to increase traffic.
- Farm to market accessibility
- Safety on roads
- Don't compromise the 15 Year Plan.

Larry McCoig - American Lung Association

Mr. McCoig explained an American Lung Association Transportation Policy Subcommittee that is addressing public transportation concerns throughout the state. The subcommission will recognize the needs of the public, minimize the problems when possible and make recommendations for an integrated and comprehensive transportation system that minimizes the negative health effects of Missouri's transportation system. This can only be accomplished if the TTC does what it had set out to originally do.

Jay Fisher - Lake West Economic Development

Mr. Fisher addressed the importance of updating Highway 5. Evaluating priorities and coming up with the funding to do it are the two main issues when considering Highway 5. Make the road wider, safer, newer.

Tom Marrero - Professor of Engineering

Mr. Marrero would like to see pneumatic tubes/capsule pipelines as a means for transportation, trash disposal, mail delivery, etc.

Louise Flenner - Columbia Bicycle Club

Ms. Flenner would like to encourage people to bike as a mode of transportation. Make the roads/bridges safer and wider, more bike friendly. She would like to see increased signage for bikes.

Jim McDonald - Columbia Bicycle Club

Mr. McDonald was opposed to a tax on bikes to fund signage or other projects for bicyclists. Education needs to be offered for drivers and cyclists.

Jim Barrow - Greenbelt Coalition

Mr. Barrow stated that the roads in the area were ugly and that the boulevards in Kansas city are the roads to be emulated. There should be a bullet train system between Kansas City and St. Louis. Use existing highway right-of-ways for this. Also, mark waterways with signs stating what they are for educational and informational purposes.

Ada Tarenter - North Central Missouri Safety Council

Ms. Tarenter referred to Highway 63 as a deadly highway. The state should finish what's in between the highways and connect towns. Urged TTC to consider life as the number one priority. Other states' traffic cuts through Missouri. Missouri needs the roads to handle this increased traffic.

Joe Silsby - Columbia Bicycle Commission, Columbia Bicycle Club

Mr. Silsby participates in cycle across Missouri programs and feels that the citizens of Missouri need more education about bicyclists. Make roads wider for bikes. The shoulders and rumble strips should be placed over two more feet away from the road for bikes to travel on.

Joe Alder - Resident

Mr. Alder works as an advocate for injury prevention and death. He feels that we should build a user-friendly environment. He realizes that there will never be perfect roads, but the state should try using state-of-the-art materials which would include user friendly energy absorbing materials. Also, we should build safe roads with guard rails that are forgiving - won't total the car, but give in when impacted.

Tom Murphy - Bicyclist

Money is being spent on a trail along the Missouri River. More trails like this should be built.

Julie Potner - Cyclist

Ms. Potner would like to see wider lanes on roads so that bikes can travel on them with cars safely. She was once hit by a truck and would like safer roads. She encouraged everyone to cycle. She also suggested that when taking a driving test at the age of 16, have questions that make the drivers more sensitive and educate them in the ways of bicycling safety and sharing the road with cyclists.

Mark Stevenson - Chair of the Columbia Bicycling Commission

Bikes have advantages including health and economics. It is possible to fit 20 bikes in the spot of one car. Mr. Stevenson would like to convert car drivers into bike riders. Bikes are more efficient, they don't need oil, gas and they don't pollute the air.

The commissioners thanked everyone for attending the meeting and adjourned the meeting at 8:15 p.m.

Respectfully submitted by The Vandiver Group. For copies of available submitted transcripts of presentations, please call The Vandiver Group at 314/991-4641.



TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Public Forum

Charles Johnson Theater

Northwest Missouri State University

December 9, 1996

PRESENT:

TTC Commissioners: Lee King, Edward Douglas, Donnie Cox, Joe Driskill, Harriet Beard, Gil Langley, Pam May, Sam Graves, Joan Bray, Ron McLinden, Bob Holden

HNTB and TVG: HNTB: Mary Axetell; The Vandiver Group: Susan Benton, Pat Crowe, Elaine Schulze

Total Number Present: Approx. 230

Meeting Began: 3:00 p.m.

Meeting Ended: 7:00 p.m.

MEETING SUMMARY:

S. Lee King, TTC Chairman, introduced the commissioners and presented a background on the TTC prior to the scheduled presentations.

SCHEDULED SPEAKER SESSION

Mayor Jerry Riggs - City of Maryville

Mayor Riggs stressed the importance of the maintenance and continued improvements to the major state highways in Northwest MO. He said specific highways, North/South 71, 65, and East/West 36, 136 are essential to economic vitality. The Northwest portion of the state overwhelmingly passed Proposition A for the 15 Year Plan. That portion of the state is relying on the 100 percent completion of the 15 Year Plan. Mayor Riggs had three main points for Northwest Missouri:

1. Counties of northwest Missouri stand united on this appealing support of the 15 Year Plan.
2. Rely 100 percent on highways.
3. Voters supported Proposition A and improvements it promised. He asked that the trust that voters expressed continue to be acted upon by the completion of projects.

Representative Phil Tate - District 3

Rep. Tate brought up 3 areas:

1. He stressed the importance of waterways.
2. Rural transportation - is inadequate at best. We must preserve/expand rural public transportation.
 - move people in Northwest Missouri from welfare to work
 - workforce development
 - elderly transportation-OATS must be continued to be funded
3. Roads are the single most important mode of transportation - they play an important role in St. Joseph.

Rep. Tate stressed the importance of the 15 Year Plan even though the funding is not there.

Mayor Larry Stobbs - City of St. Joseph

Mayor Stobbs stressed that Northwest Missouri works together well. It has airports, rail, river/ports, highways - they have it all. All of these are very important to economic development. City of St. Joseph passed a special 1/8th sales tax to go along with state and federal funding to help with mass transit. They are in the process of implementing point deviation bus system - bus service from front door to point of destination. This would be one of the few within the U.S.

Andrew Clements - Transportation Planner, City of St. Joseph

St. Joseph region is fifth largest in Missouri. Rural regions have no representative programs in all modes within a given jurisdiction, as is generally unique to an urban area. This being established, the transportation needs for a metropolitan area are often hard to understand. Mr. Clements addressed the many highway projects to be completed/improved in Northwest Missouri. Continued maintenance on arterial highways.

John Cox - Airport Manager, St. Joseph Regional Airport

Mr. Cox prided the airport on being the official home of the Missouri Air National Guard. Areas around this airport could support new business. \$5 million is allocated to the 109 competing airports in the state of Missouri. This amount is expected to decrease in coming years. General aviation airports need state funding. It is crucial for the state of Missouri to increase state airport funding to stay competitive within the region and the country.

Clark Hampton - Charter Pilot

The airport at St. Joseph has improved through the FAA, Airguard and state funding. Mr. Hampton asked the commission to continue to support the airport. As a result of the improvements, sales were 25% higher for the St. Joseph Airport this year than last year.

Richard DeShon - Chairman, St. Joseph Regional Port Authority

Mr. DeShon stated that people take the rivers and their accessibility for granted. While a truck can carry 25 tons, a barge can carry 1500 tons. Mr. DeShon would like to see 900 trucks leave the highways to make them safer and to give the rivers more traffic. Mr. DeShon asked the commission to consider forms of transportation other than the highways.

Mayor Vilas Jones, City of Tarkio

Mayor Jones stressed the importance of the 15 Year Plan. He told the commission to take 16 years if needed. Northwest Missouri has narrow, dangerous bridges that need to be fixed. One thing the commission should consider is leaving the original priorities where they are now.

Mayor Marvin Bridges, City of Albany

Mayor Bridges said that the state should asses new plans.

Representative Rex Barnett, District 4

Rep. Barnett said that Northwest Missouri is highly dependent on major highways. Livestock is transported by trucks on highways. Rep. Barnett told the commission that a lot of businesses pass up Northwest Missouri to house their companies because of the highway system. Rep. Barnett referred to the 15 Year Plan as a plan that was offered to the people at one time and has yet to be fulfilled.

Representative Dan Hegeman, District 5

Rep. Hegeman stressed the importance of highways in the Northwest region of the state. He said that the commission should uphold the promises that were made for the 4-lane highways in the original 15 Year Plan. The OATS transportation people need good roads. Rep. Hegeman said that he likes the district engineers having autonomy over projects, and that towns with more than 10,000 people should be connected with good roads. Northwest Missouri has been fairly pleased with the Proposition A plan thus far.

Mayor Tim Whitaker, City of Trenton

Mayor Whitaker said that he opposed any type of additional gas tax to fund new projects because the people already pay a tax when buying gas. He also touched on other topics:

- Keep the promises that were originally made.
- Safety first on Missouri roads.
- 1,110 people died last year on Missouri roads and something needs to be done.
- He added his own anecdote about unsafe roads citing an incident when his daughters were involved in a bus accident.

Michelle Kranbeck, President, Student Senate, Northwest Missouri State University

A student was killed on the roads between Maryville and Tarkio due to unsafe, narrow highways. Route 136 is a dangerous road and many students travel on it. Highway 70 north of Maryville has no shoulders and is extremely dangerous. Ms. Kranbeck offered a student's perspective of why Northwest Missouri needs safe, well-maintained roads.

PUBLIC COMMENT SESSION**Donna Pagett - Representing Congresswoman Pat Danner**

Ms. Pagett presented these points

- It should be made certain that the money highways users pay gets used for the highway improvement projects.
- Rep. Danner will advocate legislation to take the highway trust fund off budget.
- Rep. Danner also advocates 4.3 cent gas tax should be placed in the highway trust fund and not the general fund.
- Develop ways to address Missouri's status as a donor states so that Missouri driver get their fair share of gasoline tax money they provide to the federal government.

William C. Bridwell - St. Joseph Aviation Board

Mr. Bridwell expressed his concern about the St. Joseph airport not receiving landing fees. The airport is funded only by the aviation fuel tax. Commissioners should consider the safety of airports and the issue of benign neglect, and not let airports fall behind in upkeep.

Bob Staton - Citizen, Chillicothe

Mr. Staton pointed out that the construction of a new bridge in Hannibal would stimulate traffic on Hwy. 72. He also expressed the need to decentralize trucking in Kansas City. He stated that the state cannot wait 15 years to complete these projects. If taxes need to be raised to do so, then raise them.

Arthur Gough - Citizen, North Kansas City

He stated that because of air quality standards, bicycle and pedestrian transportation needs to be a component of alternative transportation plans. Mr. Gough said these modes of transportation needed to be included in the initial long range planning because it would be expensive to go back and add to the plan. Mr. Gough also pointed out his concerns with bypass barriers and how they cut through communities. Cyclists and walkers can use alternate routes, but roads should be funnelled into other roadways so as not to deny the cyclist and pedestrian access.

Michael R. Johns - Green Hills Regional Planning Commission, City of Trenton

Mr. Johns stressed the importance of working on long range master plans for inner-city needs, and developing plans to move manufactured products. He also suggested Highway 36 be upgraded, outdated bridges be replaced, one-lane bridges be replaced, and highways be redesigned to accommodate 54' trailers. Mr. Johns also pointed out that results of a regional transit study revealed 38% of the economically disadvantaged citizen's trip needs were not being met because of a lack of services. Mr. Johns supports multi-jurisdictional airports. In closing, Mr. Johns presented these ideas for financing:

- In 5 to 10 years, projects should be transferred from the state to counties
- MoDOT should admit the 15 Year Plan was a mistake; bonds should be issued every 5 years with a percentage divided in the district for those needs
- Explore the possibility to question needs, cost and accessibility of rail movement across the state and the merger of rail companies

Dr. Hubbard - President, Northwest Missouri State University

Dr. Hubbard noted that the percentage of the student body coming from Kansas City has risen dramatically. He also expressed his concerns about the dangers of driving on Hwy. 71, and an increase in traffic on Hwy. 136, which serves other college towns. He asked the commissioners to consider that actual population may understate the traffic on the roads. The airport in Maryville needs another 1,500 ft. of runway.

Bob Watt - Citizen, Liberty

Mr. Watts asked the commissioners to study the access of bicycles on Amtrak, especially between Kansas City and St. Louis. He supports Congresswoman Pat Danner to relieve some of the federal money for state transportation projects. He pointed out the state has a bicycle and pedestrian planner whom the state should utilize.

Eldren Jones - Citizen, Trenton

Mr. Jones urged the commissioners to honor the 15 Year Plan. He expressed the need for higher quality roads to replace what had once been transported by rail. He pointed out that bonds could be issued as catch-up funds for funding the 15 Year Plan.

Pat Lilly - St. Joseph Chamber of Commerce

These points were presented to the commissioners by Mr. Lilly:

- Hwy. 36 is a critical issue; it should be brought up to interstate standards
- St. Joseph Airport is an important hub for economic development
- The port authority - ports are a hub, a means for rail and trucks to come together
- Hwy 71 needs to be four lanes
- Improvements need to be made to Hwy. 136
- To bring new jobs to the state, Missouri needs its modes of transportation to be competitive
- Improved roads will enhance revenue

Jim Blackford - Citizen, Maryville

Mr. Blackford encouraged the commissioners to stay with the 15 Year Plan, that their priority should be the priorities outlined in the plan. Highways are the only transportation routes in Northwest Missouri, and they have a great impact on the citizens economically and educationally and for services provided. The importance of highways in Northwest Missouri is quite visible.

Angela George - MERIL

Ms. George pointed out that MERIL helps those with disabilities become independent and that rural citizens need transportation. A local tax levy was passed for fixed bus routes, totally accessible for those with disabilities.

Marilyn Finney - MERIL

Ms. Finney discussed the 1993 Show Me Transportation Plan and expressed the need for a public transportation intermodal network with accessibility throughout the state.

Colin Winters - Citizen, Trenton

Mr. Winters urged the commissioners to maintain the roads and operate the rivers for the best of transportation.

Greg Humphries - Student, Trenton

Mr. Humphries asked the commissioners to adhere to the 15 Year Plan for two reasons:

- Safety: shoulders are not safe, narrow bridges, re-surfacing. Plan should be viewed from the students' eyes.
- Jobs: he won't be returning to his home town after college graduation because there are no jobs. Better transportation is needed for economic development.

Ron & Judy Brohammen - Citizens, Maryville

Mrs. Brohammen is the chamber director of Maryville, but discussed her personal transportation experiences. Mr. and Mrs. Brohammen frequently traveled routes 36 and 136 during their Air Force years, and hoped to cross the state without being killed. They also stated the need for improvements on Hwy. 71.

Marcia Murphy - Presiding Commissioner, Clinton County and Chairman, Transportation Advisory Commission for MOKAN Regional Council of Governments

Ms. Murphy stated that the 15 year plan needed to be reviewed and priorities distinguished. But a mechanism is in place through the Regional Council of Governments and that is the Transportation Advisory Council. The council looks at the plan in their area, make comments on it and gives the information to their area MoDOT office. Who better knows what the people in that district need than the people there. To get from welfare to work, the biggest problem is transportation, and there needs to be more money to fund that kind of transportation.

Craig Hubler - Chairman, 92/10/13 Corridor, City of Excelsior Springs

Mr. Hubler discussed the 15 Year Plan's funding dilemma. He asked the commissioners to assure delivery of the 15 Year Plan and suggested a thorough analysis of the plan by a consultant. He questioned how much money the state is short to fund the plan and thought corridor groups should design a scope adjustment by working with the TTC consultants in order for the plan to be completed on schedule. He suggested the commissioners know the diversion of resources. In addition, he suggested the early retirement program for new money and questioned the use of bonds for funding the plan and projects not in the plan.

Tom Toler - Superintendent of Schools, Nodaway County

Mr. Toler represented the school district on the 148 corridor. Buses cross bridges in the corridor 68 times per day, and he expressed the need for having those bridges replaced.

John Young - Highway 136 Corridor, Princeton

Mr. Young represents 25,000 residents in the Hwy 136 area. He stated the only lifeblood for growth in Northern Missouri are the highways, and they need to be safe. They have the industry and the potential for growth in that area but they need the roads. There are 49 bridges in the area, some are one-lane bridges and they are being used to transport goods. He urged the commissioners to keep the promises of the Proposition A projects. He stated that there is no need for a bypass for Trenton, and that the TTC should be smarter about the money.

Evelyn Smith - General Federation of Women's Club - MO

Ms. Smith represented a coalition against bigger trucks. She stated that ISTEA will compromise truck lengths and roads, and that 10% of fatal accidents involved 49% of the trucks. She urged the commissioners to keep the truck size freeze in ISTEA.

Terry Rumery - President, Highway 36 Association and I-72

Mr. Rumery suggested the commissioners look at funding mechanisms. He also pointed out the Highway 36 East-West connection from Kansas City to Chicago could alleviate Highway 30 traffic. Companies look at highways when choosing new locations; good highways are one of the top three reasons companies choose a particular location. He stated that 15 years is too long. Bigger economic prosperity, a savings of lives and a better well-being will be achieved if the plan is implemented.

Leland Crapson, Citizen

Mr. Crapson expressed his safety concern with Highway 136 when traveling to Highway 129. He also pointed out the dangerous bridges in Northern Missouri, bridges that are not wide enough, and their reconstruction was planned for 1997. He urged the commissioners to keep the roads at basic standards.

Stanley Staples - Citizen

Mr. Staples lives on Highway 136 and voiced his concerns for safety reasons. He stated that MoDOT has no credibility in that part of the state. Other concerns he expressed included:

- Hwy. 136 bridges wouldn't meet today's standards
- Money used to develop abandoned plans could have been used for those bridges
- The commission needs to establish new priorities, and safety should be the number one priority

Chris Killian - Farmer, Mound City

Mr. Killian's concern was with the Squaw Creek bridge. The bridge is low and easily flooded.

Richard Landes - Citizen, Maryville

Mr. Landes briefly stated that his transportation concerns were common sense concerns -- bridges, poor visibility on Highway 136, and his desire that old bridges be left for bicycle and pedestrian traffic.

Harold Van Sickle - Citizen, Maryville

Mr. Van Sickle represented industry in Maryville, and noted the road improvements in his region. In making plans for the future, industry needs to be considered. Supplies, product distribution, employee's safety and accessibility are all essential to doing business. He also stated that Highway 71 should be four lanes.

Mike Landy - OATS, Inc.

Mr. Landy stated that OATS needs a stable source of funding because of fluctuating gas prices and he expressed his desire for OATS subsidies.

Bob Bruner - Tarkio R1 School District

Mr. Bruner's transportation concerns included the safety of Hwys. 136 and 71 for bus routes and student activities, bridge safety, and the need for the widening of roads.

Dave Moore - Nodaway County Extension Council Member

Mr. Moore believed the area will experience considerable economic growth in the future. His upgrade priorities were based on traffic load versus service ability: Hwy. 71 South, the narrow Highway 136, and Highway 36.

Paul Tiemeyer - Citizen, Atchison County

Mr. Tiemeyer asked the commissioners rhetorical questions:

- Why build new roads if we can't take care of the roads we have?
- Why are two holes filled when patching and one is left?
- Why do we have to call the city of St. Joseph to have sunflowers mowed?
- Why aren't holes on shoulders being repaired? Some are up to two feet deep.
- Why has a six cent gas tax been taken from capital construction?
- Why can't we use existing right-of-way by closing roads for repairs?
- Is MoDOT equally interested in commerce all over the state? And if so, northern Missouri has gotten the short end of the stick.

Roland Tullberg - Citizen - Wabash Trace

Mr. Tullberg's concerns revolved around safety, including Hwys. 71 and 136 N. He expressed desires for more highway exit signs, four lanes for Highway 71, a new bridge over Highway 136 and more bike trails.

The commissioners thanked everyone for attending the meeting and adjourned the meeting at 7:00 p.m.

Respectfully submitted by The Vandiver Group. For copies of available submitted transcripts of presentations, please call the Vandiver Group at 314/991-4641.

TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Special Hearings Committee
Southeast Branch Library
6242 Swope Parkway
Kansas City, MO 64131
Wednesday, October 30, 1996

PRESENT:

TTC Commissioners: S. Lee Kling, Ed Douglas, Joe Fahey, Mike Right, Barry Seward, Joe Mickes, Ron McLindon, and Richard Stensrud for Bob Holden.

TTC Staff: Steve Knobbe

HNTB and TVG: Scott Smith, HNTB; Brett Stawar, The Vandiver Group; Elaine Schulze, The Vandiver Group.

Missouri Transportation Coalition: Rick Grebel, Bill Clarkson, Dan Tarr and members of the audience.

Missouri Transportation & Development Council: Jay Warner, representing the acting director of District IV.

Missouri Highway Corridor Coalition: Tom Hill

Holnam, Inc.: Curt Long

Others: See attached sign-in sheets.

Total Number Present: Approx. 75

Meeting Began: 9:34 a.m.

Meeting Ended: 11:50 a.m.

MEETING SUMMARY:

Ed Douglas, TTC Special Hearings Chairman, introduced the commissioners and presented a background on the TTC prior to the scheduled presentations.

THE MISSOURI TRANSPORTATION COALITION

The Missouri Transportation Coalition presented the following positions:

Position #1 Address the immediate acceleration of MODOT's Short Term Action Plan as the first step in getting back on track with the 15-Year Highway and Bridge Plan.

- #1B Present the citizens with the best possible opportunity to make the decision to provide funding necessary to finish the 15-Year Plan as promised.
 - #1C Assure protection for the long-term viability of user fees by minimizing diversion of existing highway gas tax funds for anything other than their intended purpose.
 - #1D Add additional revenue to allow the Department to deal with new and important highway and bridge needs that have arisen since the 15-Year Plan projects were defined, publicly identified and accepted in 1992.
 - #1E Following appropriate study and analysis, determine the State's responsibility with respect to the various modes of transportation other than the highway/bridge system, and provide appropriate, dedicated revenues for these transportation services, if warranted.
- Position #2 MoDOT has not met the project commitments made to the members of the Legislature and to the citizens of Missouri since 1987.
- Position #3 The Missouri Transportation Coalition is committed to working hand-in-hand with the Total Transportation Commission to assist in fulfilling the commitments made to the public under the previous programs and to determine needs and adequately fund all transportation modes necessary to meet the needs of the citizens of the State of Missouri.

The MTC compared the needs and promises for the Major Improvements of the 15-Year Plan on the following areas:

- Upgrades to Dual Divided
- Add Lanes for Capacity
- New or Improved Two-Lane
- Bridges
- Major/Minor Resurfacing

The MTC presented two faults with the 15-Year Plan:

1. The programming of projects is based on a 100% federal appropriation level, which they said never happens.
2. The 15 Year Construction Program was developed with zero percent inflation cost.

THE MISSOURI TRANSPORTATION AND DEVELOPMENT COUNCIL

The Missouri Transportation and Development Council requested another opportunity to meet with the commissioners at a more convenient location and with more advance notice. (See attached letter presented to commissioners)

THE MISSOURI HIGHWAY CORRIDOR COALITION

The Missouri Highway Corridor Coalition requested a rescheduled presentation with the commissioners at a more central location. (See attached letter presented to commissioners)

HOLNAM, INC.

Holnam Inc. defined a causal relationship between transportation infrastructure investments and economic growth.

Holnam urged the commissioners to focus on the following transportation issues with particular care:

1. *The Quality of Transportation Infrastructure* - Holnam described how the quality of road conditions and bridges affect Missouri's economy, in addition to the well-being of Missouri's citizens.
2. *Gaining Greater Returns on Public Sector Investment in Infrastructure* - Holnam described how raising the definition and standards of quality infrastructure extends the life of taxpayers' investment in roads and bridges. They stated that if things are built well, they last longer, and the price over the life of the item is less per year.
3. *Increasing the Level of Investment in Infrastructure* - Holnam urged the commissioners to raise infrastructure investments to provide efficient and safe systems of roads and bridges.

The commissioners responded to each presentation and thanked presenters for their input and for clarifying any questions they had.

Respectfully submitted by The Vandiver Group.



TOTAL TRANSPORTATION COMMISSION OF MISSOURI
SPECIAL HEARING
State Capital, Special Hearings Room 8
Jefferson City, MO
Wednesday, December 4, 1996

PRESENT:

TTC Commissioners: Harriet Beard, Joan Bray, Christopher Brescia, Ed Douglas, Edna Freeman, Estil Fretwell, Bob Holden, Gil Langley, Pamela May, Ron McLinden, Joseph Mickes, Michael Right, Barry Seward and Richard Stensrad

TTC Staff: Steve Knobbe, Jim Gardner

HNTB and TVG: Scott Smith, HNTB; Brett Stawar, The Vandiver Group; Elaine Schulze, The Vandiver Group

Total Number Present: Approx. 60

Meeting Began: 9:15 a.m.

Meeting Ended: 2:40 p.m.

MEETING SUMMARY:

Ed Douglas, TTC Special Hearings Chair, introduced the commissioners and presented a background on the TTC prior to the scheduled presentations.

Ben Southwick - Missouri Motorcoach Carriers Association

Mr. Southwick emphasized the economic impact the trucking industry has on Missouri. He said that 75% of communities in Missouri depend on freight transportation for all goods transported to and from the community. Mr. Southwick said the goal for the Missouri Motor Carriers Association is to continue to develop and improve their performance until they are the most efficient system of transportation possible for Missouri.

Jim Herfurth - Missouri Transportation and Development Council (MTD)

Mr. Herfurth presented MTD's call for a practical plan that voters will approve and finance. He said MTD trusts the plan presented to Governor Carnahan will be placed into production to give the kind of total transportation Missouri needs and deserves. He said that dealing with promises of the past, like the 15 Year Plan, is a must for success in the future, or the people will lose trust. He reviewed all of the promises of the past, including the 15 Year Plan, STAP, Proposition A, and others. He concluded with the following recommendations:

- Community leadership will be the key to success
- Be ready to place a specific time frame on your promises
- Be project specific when asking to approve a program
- User fees will be an issue with the voters
- Do not stifle recommendations on needs and priorities by the consideration of a program that has been prejudged as being approved by all Missourians. Sufficient funding is needed.
- Be realistic and base recommendations on the fact that the automobile is the principle means of transportation for Missourians.

Michael Murray - Missouri Bicycle Federation, St. Louis Regional Bike & Pedestrian Advisory Committee

Mr. Murray said that Missouri should be a state in which citizens and visitors have transportation options. Murray added that they envision a state that embraces intermodalism, communities where bicycling and walking are safe and practical components of the transportation system. Walking as recreation, air quality concerns, and bicycle and pedestrian safety were presented as major issues for the commission to remember. Mr. Murray presented the following steps that need to be implemented in the future:

- Land use, site design and zoning patterns must be changed to better accommodate and encourage non-motorized transportation.
- Improve traffic law enforcement with regard to pedestrian and cyclists.
- Consider traffic calming procedures, such as traffic islands, landscaped medians to make bicycle and pedestrian travel safe and practical.
- Access to all bridges is crucial for both cyclists and pedestrians.

Harriet Beard - Missouri Highway Corridor Coalition

Ms. Beard presented the mission statement for the Missouri Highway Coalition as "to educate and inform the citizens and leadership of the state of Missouri and the federal government about the importance of protecting the priorities and funding for the highway corridor improvements identified in the 15 Year Plan ...and to develop the support necessary for the additional funding to accelerate these corridor improvements." She referred to a publication entitled *Jobs and Roads for Missouri's Future*, which cited the following promises:

- Cities of 5,000 would be connected by four-lane highways.
- Four-lane highways would connect all major lakes.
- Eleven new bridges over lakes and rivers would be added.
- A total of 3,150 miles of roadway construction would be added, including 1,682 miles of new dual highways and 1,468 miles of other roadway construction.

The Missouri Highway Corridor Coalition urged the TTC to do everything to ensure that the projects in the 15 Year Plan be implemented. The Missouri Highway Corridor Coalition asked to be involved in the determination of the best, most expeditious, and most acceptable solutions to the funding problems.

James (Jay) Wunderlich - Associated Industries of Missouri (AIM)

Mr. Wunderlich stressed the importance of the development of a sound transportation plan that will assist Missouri business and industry into the next century. He said the 15 Year Plan could serve as a foundation from which this commission could build upon with additional transportation requirements for improving Missouri's total transportation system. AIM recommends the building blocks of safety, maintenance and other modes of transportation be incorporated into the transportation system. Wunderlich emphasized the importance of protecting the new proposed plan by a financing scheme or method that will ensure that the plan will be carried out and properly financed.

Karl Kruse - Scenic Missouri

Mr. Kruse stated that due to poorly planned growth and development, and particularly through the unchecked proliferation of billboards and other roadside signs, Missouri's visual environment has been severely damaged. He said that Missouri has nearly three times as many billboards per mile as the eight contiguous states. Numerous studies have found a relationship between roadside clutter/billboards and traffic accidents. Mr. Kruse urged the commission to remember these facts and figures when developing a plan for the vision of Missouri's transportation.

Dusty Grooms - Pemiscot County Port Authority/Mo Port Authority Association

Mr. Grooms stated that Missouri has the largest number of inland river miles of any state in the inland river system. The Mississippi and Missouri rivers provide jobs and keep Missouri's transportation, distribution and manufacturing industries competitive both nationally and internationally. Mr. Grooms demonstrated how one barge is equivalent to 15 jumbo hoppers and 58 trucks. He highlighted Missouri jobs and revenue resulting from waterways, including waterway tax contributions to Missouri. He concluded that the ports of Missouri have demonstrated their ability to convert capital investment into economic impact and that this is the kind of investment that makes sense.

The commissioners thanked everyone for attending the meeting and adjourned the meeting at 2:40 p.m.

Respectfully submitted by The Vandiver Group. For copies of available submitted transcripts of presentations, please call The Vandiver Group at 314/991-4641.



TOTAL TRANSPORTATION COMMISSION OF MISSOURI
SPECIAL HEARING
State Capitol, Special Hearings Room 8
Jefferson City, MO
Tuesday, January 7, 1997

PRESENT:

TTC Commissioners: Ed Douglas, Special Hearing Chair, S. Lee Kling, Joan Bray, Christopher Brescia, George Burrus, Edna Freeman, Bob Holden, Gil Langley, Pamela May, Ron McLinden, Joseph Mickes, Michael Right, Barry Seward and Richard Stensrad

TTC Staff: Steve Knobbe, Jim Gardner

HNTB and TVG: Brett Stawar, The Vandiver Group; Elaine Schulze, The Vandiver Group

Total Number Present: Approx. 67

Meeting Began: 9:05 a.m.

Meeting Ended: 5:14 p.m.

MEETING SUMMARY:

Ed Douglas, TTC Special Hearings Chair, introduced the commissioners and presented the background on the TTC.

Gail Myer - Missouri Travel Council

Mr. Myer urged the commission to remember tourism and the great economic impact it has on the state. He recommended that the state needs to provide information and direction in guiding consumers through the state of Missouri. He said the transportation projects need to include effects on tourism as an integral part of the justification and planning process. He concluded by emphasizing the importance of continued support and permanence of the Performance Investment Budget as a means of funding the Missouri Division of Tourism.

Larry Sexton, Colonel Dave Fagan, Elizabeth Bax- Fort Leonard Wood RCGA

The group discussed the vital role of Fort Leonard Wood as an employer and provider for the state of Missouri. Currently, safety is a problem with roads in the area, especially with the larger military trucks that frequently use the roads. Fort Leonard Wood serves as a New Madrid Impact Center in the event of an earthquake from the New Madrid fault. They asked the commission to consider improved access to and from Fort Leonard Wood, especially for Whitman Air Force Base, the Missouri National Guard and Reserve Units, and the Bootheel region.

Ken Emmons - Missouri Council of the Blind

Mr. Emmons stated the travel for people with disabilities is very inconvenient and expensive. The availability of public transportation to persons with disabilities causes daily scheduling problems. He said OATS was not reliable enough and very time consuming. He further expressed his interest for bus routes to coincide with business loops.

Gary Marshall - Corn Growers Association

Mr. Marshall discussed the importance of the corn industry to Missouri. He said that total production will increase and dramatic growth in export soybean is expected. He said the '96-'97 year should produce about a \$1 billion corn crop. He stated that agricultural jobs in Missouri generated over \$5 million in payroll taxes. He said that the three least-expensive modes of transportation available for transporting agricultural goods are barge, rail and truck, respectively. He concluded by stating that transportation and the availability of transportation sets the price for the corn and agricultural products.

Don Harkins - Rehabilitation Institute

Mr. Harkins discussed the services restrictions and continuing delays for people with disabilities. He stressed the following key points for the vision of public transportation:

- Availability - Expand the service availability of public transportation. Develop relationships between transportation-providing groups.
- Affordability - Cost is a factor for those with limited revenue and/or fixed income.
- Accessibility - Provided to all citizens.

He further discussed how public transportation causes a reduction in unemployment. He also said public transportation reduces the need for some elderly residents to prematurely leave their homes.

Joe Alder - Brain Injury Association

Mr. Alder discussed his concern for the prevention of injury in Missouri. He discussed the two goals for the Brain Injury Association as prevention of injury, and providing service for those who already have injuries. He said the engineering of the roads need to better address safety concerns. The smallest amount of change in design of the roadways can cause a lesser economic cost and social cost to the state.

Brent Butler - Missouri Insurance Coalition

Mr. Butler testified in favor of any efforts to make Missouri's roads and highways safer. He said the insurance industry believes that roadside hazards are a major cause of highway accidents, particularly on the many two-lane highways crossing Missouri. Mr. Butler emphasized that if Missouri's roads were safer, and that state spent money to save lives, the state will experience a net financial gain.

Dave Richter - St. Louis Office of MR/DD

Mr. Richter said he believes that local control and decision making should be allowed for transportation services, especially in the case of the mentally retarded and developmentally disabled. Mr. Richter presented the following suggestions:

- Greater flexibility in transportation fund usage, being able to use funds for both operations and capital, based on local needs and priorities.
- Increase and expand MEHTAP funds available to increase opportunities for service accessibility to enhance self sufficiency for persons with developmental disabilities.
- State programs need to be more flexible by giving localities more control, decision-making authority and responsibility.
- Expand public transportation services in both rural and urban areas.
- Service coordination needs to be addressed so that some type of incentive or reinforcement is in place for those who participate in coordination projects.

Jack Leary, Al Kerth, Honorable Roger Wilson, Janice Kelly - Missouri Public Transit Association

Jack Leary - MPTA

Mr. Leary urged the commissioners to provide a total transportation plan that encompasses all modes: air, rail, ports, transit and highways. He stated that the transit industry does not advocate diversion of existing gas tax monies from the highway system to transit or any other mode. Instead, it is the goal of public transit to assure all transportation modes in the state are funded fairly.

Mr. Leary presented the following as visions for the future of transportation:

- A state in which transportation needs are met through a comprehensive, outcome-based planning process.
- A state where every citizen who wants to work will be able to get a job, whether they own a car or not.
- A state where all citizens have access to health care, while maintaining their dignity and an independent lifestyles.
- A state where policy makers realize that funding public transportation is an investment that benefits all of us.

He stated that dedicated state funding for public transit is essential if we are to meet the growing needs of Missouri.

Al Kerth - Secretary of Civic Progress

Mr. Kerth discussed the effect public transit has on the economic development of the marketplace. He said adequately funded community transportation systems support and promote the following aspects of economic development:

- Creating jobs.
- Empowering disabled and disadvantaged workers to reach jobs and become productive members of society.
- Educating and training workers by getting them to vital opportunities for self-improvement.
- Strengthening local business by improving productivity.
- Employing the people it takes to provide transportation service, which in Missouri is approximately 3,400.

Honorable Roger Wilson - Lieutenant Governor

Hon. Roger Wilson made a brief presentation in favor of and supporting public transportation. He said that the commission should look at combining some of the transportation resources that are already out there.

Janice Kelly - Persons with Disabilities

Ms. Kelly stated that people with disabilities often have no transportation alternatives if their disability prevents them from driving. Availability of transit can make the difference, she concluded.

Nolan McNeill - O.A.T.S., Inc.

Mr. McNeill said that mobility and safety are the two main reasons for providing alternative transportation to the elderly. He said that some seniors are driving today who should not be, but due to lack of available public transportation they are forced to drive themselves. By increasing funding necessary to expand transportation services for the elderly, Missouri can avoid many tragedies.

Dan Massie - Citizen

Mr. Massie said that public transportation between Columbia and Jefferson City is too expensive. No one uses public transportation because of the negative image, he added.

Michael Right - AAA

Mr. Right presented Missouri's motorists feelings toward bond financing with and without a tax increase. 84% favored bond financing without a tax increase, while 68% opposed it with a tax increase. He further discussed the public's opinion for highway priorities, gas tax increases, use of mass transit and toll roads. According to Mr. Right's data, most residents do not favor toll roads and do not fully utilize mass transit.

He presented the transportation trends, air quality listings, and statistics on safety for accident rates under various circumstances and environments. Mr Right emphasized the dependance on the "rubber tire" to transport people from place to place. He also presented the 'Then vs. Now' comparison of the price of gasoline and deficient bridges from 1987 to 1996.

John Bell - Henry Shaw Ozark Corridor

Mr. Bell introduced the commission to the Henry Shaw Ozark Corridor by listing the seven distinct areas as follows:

1. Powder Valley
2. Fenton - Terraces
3. Peerless Park - Meramec Bottoms
4. Antire Hills
5. Eureka - Fox Creek Passageway
6. Pacific Palisades - Historic Route 66
7. Shaw Arboretum - Dolomite Plateau

He urged the commission to protect natural heritage and promote sustainable economic activity. He requested that the commissions act on the following:

- Advocate transportation planning and designing that acknowledges Missouri's natural heritage and scenic beauty.
- Promote a policy that authorizes MoDOT to support in principle and in funding worthy programs and projects originating from the community.
- Identify the Henry Shaw Ozark Corridor foundation as a worthy pilot project.

Ray Lang - Amtrak

Mr. Lang stated that both ridership and revenues for Amtrak are increasing. He said that under current laws, AMTRAK must become self-sufficient by the year 2002. He said that Missouri, as well as other states should have the right to use funds like ISTEA to support AMTRAK. He discussed the concept of the region rail system for the Midwest, with Chicago as the hub. He further discussed the Mid-America Corridor Study and how it will examine AMTRAK's ridership habits to develop a marketable rail system. He mentioned how AMTRAK is trying to coordinate multi-modal connections with other transportation providers, such as Greyhound.

Representative Joan Bray - Midwest High Rail Compact

Rep. Bray discussed the background for the Midwest High Rail Compact, including the Chicago-St. Louis corridor and the St. Louis-Kansas City corridor.

On another topic, Ms. Bray went on the record to state that Missouri is currently being sued and could continue to be sued for failure to provide reasonable transportation to Medicaid patients. She said Missouri is legally liable for transportation services for Medicaid patients.

Cheryl Price - Missouri Association of Centers for Independent Living

Ms. Price said that public transportation is not reliable and that the entire public transportation system needs to be analyzed and formed to provide services to all people.

Candice Hawkins - Governor's Council on Disability

Ms. Hawkins represented people who cannot currently drive for any reason. She said 60% of people with disabilities cannot drive, and transportation issues are very burdensome for these people. She stated there are over 53,000 people in Missouri with disabilities who encounter extreme difficulties in transportation and public transportation.

She cited problems around the state which included the following:

- City jurisdiction problems with public transportation services.
- Maintenance and quality of existing equipment on public transportation.
- Scheduling for public transportation.

Susan Stroud - Citizen

Ms. Stroud is a person with disabilities and discussed her daily hardships with transportation, including lack of lifts and other needed equipment for public transportation to be accessible for all people.

The commissioners thanked everyone for attending the meeting and adjourned at 5:14 p.m.

Respectfully submitted by The Vandiver Group. For copies of available submitted written testimony of presentations, please call The Vandiver Group at 314/991-4641.

TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Public Meeting
Holiday Inn South
Kansas City, MO
Wednesday, May 21, 1997

PRESENT:

Commissioners:

S. Lee Kling, Pam May, Mike Right, Joan Bray, Barry Seward, Estil Fretwell, George Burruss, Ron McLinden, Donnie Cox, Joe Fahey, Harriet Beard, Dick Beumer, Joe Mickes, Gil Langley

Consultants:

Steve Knobbe, Marcie Meystrik, Commission Staff; Pat Crowe, Mack Bradley, Brett Stawar, The Vandiver Group; Scott Smith, HNTB; John Dobies, Mark Kenneally, TranSystems Corp.

Approximately 65 members of the public attended the meeting.

SYNOPSIS OF QUESTIONNAIRE RESULTS

- A majority of the respondents resided in Jackson, Cass and Buchanan counties.
- Most respondents believe the Vision will enhance economic development and address funding. Most respondents understand the benefit the vision could bring to the Kansas City area.
- I-70, Highway 71 and I-435 were the top three routes frequently used by respondents. They primarily used these routes for business travel, commuting to work and access to shopping.
- Safety, impacts on economic development in their community, maintaining existing infrastructure and travel time ranked as the highest concerns for respondents.
- The top funding options respondents would consider include additional sales tax, bonds and sales tax on motor fuel.
- Other comments centered around the completion of the 15-Year Plan, lack of funding and developing and maintaining adequate corridor systems.

37 Questionnaires were submitted

TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Public Meeting

Embassy Suites

St. Louis, MO

Thursday, May 22, 1997

PRESENT:

Commissioners:

S. Lee Kling, Jim Anderson, Pam May, Mike Right, Chris Brescia, George Burruss, Ron McLinden, Dick Hrabko, Harriet Beard, Dick Buemer, Joe Mickes, Gil Langley

Consultants:

Steve Knobbe, Marcie Meystrik, Commission Staff; Pat Crowe, Donna Vandiver, Mack Bradley, Tina Poston, Erin Conroy, The Vandiver Group; Scott Smith, HNTB; John Dobies, TranSystems Corp.

Approximately 120 members of the public attended the meeting.

SYNOPSIS OF QUESTIONNAIRE RESULTS

- A majority of the respondents resided in St. Louis City and County, and Jefferson County.
- Most respondents believe the Vision will enhance economic development and create an integrated transportation system.
- I-70, I-64, I-270, Route 67 were routes frequently used by respondents. They primarily used these routes for business travel, commuting to work and access to shopping.
- Safety, alternative modes of transportation, maintaining existing infrastructure and congestion ranked as the highest concerns for respondents.
- The top funding options respondents would consider include additional sales tax, bonds and sales tax on motor fuel.
- Other comments centered on the development of more public transit (light rail), funding issues and developing/creating viable alternatives to the automobile.

52 Questionnaires were submitted

TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Public Meeting
Ramada Inn
Moberly, MO
Tuesday, May 27, 1997

PRESENT:

Commissioners:

S. Lee Kling, Ed Douglas, Pam May, Mike Right, Joan Bray, Estil Fretwell, Ron McLinden, Harriet Beard, Richard Hanson

Consultants:

Steve Knobbe, Marcie Meystrik, Commission Staff; Pat Crowe, Mack Bradley, Erin Conroy, The Vandiver Group; Scott Smith, HNTB; John Dobies, Mark Kenneally, TranSystems Corp.

Approximately 100 members of the public attended the meeting.

SYNOPSIS OF QUESTIONNAIRE RESULTS

- A majority of the respondents resided in Macon, Randolph, Morgan and Clark counties.
- Some respondents were unsure of specific benefits created by Vision, however some said it will enhance economic development and create an integrated transportation system.
- Respondents listed many different highways and routes they frequently use, including Highway 63, 24 and 50. They primarily used these highways for business travel, commuting to work and access to shopping.
- Safety ranked the absolute highest for these respondents. Maintaining existing infrastructure, impacts on economic development in their community and efficient movement of goods ranked high in concern for respondents. Impacts on the natural environment and alternative modes of transportation ranked relatively low.
- The top funding options respondents would consider include bonds, toll bridges and highways and sales tax on motor fuel.
- Other comments centered on maintaining existing infrastructure, keeping the promises previously made and safely improving their mobility/accessibility.

57 Questionnaires were submitted

TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Public Meeting

Holiday Inn

Joplin, MO

Wednesday, May 28, 1997

PRESENT:

Commissioners:

S. Lee Kling, Mike Right, Jim Anderson, Joan Bray, Elise Crain, Ron McLinden, Joe Mickes, Peter Herschend, Harriet Beard

Consultants:

Steve Knobbe, Marcie Meystrik, Commission Staff; Pat Crowe, Mack Bradley, Erin Conroy, The Vandiver Group; Scott Smith, HNTB; John Dobies, TranSystems Corp.

Approximately 65 members of the public attended the meeting.

SYNOPSIS OF QUESTIONNAIRE RESULTS

- A majority of the respondents resided in Newton, Jasper, Webster and Stone counties.
- Most respondents understand the Vision addresses economic development, safety and quality of life issues.
- Respondents listed many different highways and routes they frequently use, including Highway 91, 38, 54, 63, 71 and 60. They primarily used these highways for business travel, commuting to work and access to shopping.
- Safety, impacts on economic development in their community and congestion ranked high in concern for respondents.
- The top funding options respondents would consider include toll bridges and highways, increased vehicular registration fees and sales tax on motor fuel.
- Other comments centered on funding issues and where and how money should be spent and collected. Public transit issues were prevalent from respondents as well.

27 Questionnaires were submitted

TOTAL TRANSPORTATION COMMISSION OF MISSOURI

Public Meeting

Holiday Inn

Poplar Bluff, MO

Friday, June 6, 1997

PRESENT:

Commissioners:

S. Lee Kling, Joan Bray, Pam May, Harriet Beard, Don Koller, Steve Bradford

Consultants:

Steve Knobbe, Commission Staff; Pat Crowe, Brett Stawar, Erin Conroy, The Vandiver Group; Mark Kenneally, TranSystems Corp.

Approximately 85 members of the public attended the meeting.

SYNOPSIS OF QUESTIONNAIRE RESULTS

- A majority of the respondents resided in Butler, Ripley, and Stoddard counties.
- Most respondents understand the Vision presents a plan to enhance economic development and building a total transportation system.
- Respondents listed many different highways and routes they frequently use, including Highway 67, 60, 61 and I-55. They primarily used these highways for business travel, commuting to work and access to shopping.
- Safety, impacts on economic development in their community and congestion ranked high in concern for respondents. Alternative modes of transportation ranked relatively low on the respondents' scale.
- The top funding options respondents would consider include toll bridges and highways, bonds, state/local matching funds and sales tax on motor fuel.
- Other comments centered on interconnectivity, funding issues and where and how money should be spent and collected.

30 Questionnaires were submitted

TOTAL TRANSPORTATION COMMISSION
Public Meeting Questionnaire Results
Kansas City
Wednesday May 21, 1997

1) What county do you reside in?

- 12 = Jackson
- 5 = Cass
- 2 = Henry
- 1 = Nodaway
- 2 = Johnson
- 2 = Clay
- 2 = Ray
- 3 = Buchanon
- 1 = St. Louis County
- 1 = Platte
- 1 = Pettis

2a) Do you understand the benefits the vision presents to Missouri?

- Economic development, safety, convenience
- Expansion, travel time
- Not sure, have practical solutions, "sellable"
- Presents a plan of action
- To truly build a planned, organized, interconnected, multimodal, efficient transportation system
- The vision is to build Missouri's economic development
- It's the key to Missouri's future
- A lot has to be done
- Yes, but I don't understand the funding process
- Economic development brings higher quality of life
- This vision must happen to continue business growth
- The benefits are self-explanatory but visions are only as good as the action or implementation plan
- It takes a thoughtful look at needs for quality of life and development
- Not necessarily, but I understand your intent
- Money is short, needs are long-term
- Transportation is a vital part of helping communities reach their goals
- It is a total transportation plan of all current transportation modes
- As a strategy plan—yes; as a way to fund 15 year plan commitments—no.

2b) For your community?

- The ability for local leaders and citizens to have input in the planning of transportation for the area
- We are in the MARL MPO, so the plan is limited in its effects

- Yes, Kansas City vitally needs newer and better roads
- Transportation from Cass County to the downtown area could be improved
- Don't see that it will have much effect at all
- Economic development—specifically tourism
- Improve safety and clear up congestion
- As a resident of the MARL region, I think greater state support of transit and bike/pedestrian routes will offer long term benefits such as better air quality and less congestion
- Our community would be safer and have better access to businesses and schools
- Community transportation is a need as well as highways
- Our community absolutely needs our needs addressed, in particular our roads and bridges
- Completion of projects
- Better access to the metropolitan area through the 435/470/471 interchange
- No, the Highway 150 project from Stateline to Highway 71 has apparently been delayed further
- Faster transportation

3a) What routes/corridors do you frequently use? (Please list:)

- 14 = Interstate 70
- 14 = Highway 71
- 12 = Interstate 435
- 7 = Interstate 35
- 6 = 29
- 4 = 291
- 4 = Highway 150
- 4 = MO 13
- 3 = Highway 50
- 3 = 470
- 3 = MO 7
- 3 = 36
- 3 = 150
- 2 = State Route 58
- 2 = 136
- 1 = 141
- 1 = Highway 63
- 1 = 120
- 1 = MO 10
- 1 = MO 9
- 1 = 210
- 1 = 350
- 1 = 229
- 1 = Interstate 44
- 1 = Interstate 270
- 1 = Highway 169
- 1 = 45
- 1 = 65

3b) What do you primarily use these routes for? (Check one)

23 = Business travel

19 = Commuting to work

18 = Access to shopping

4 = Moving goods

1 = Commuting to school

Other (less than 2):

- Personal travel
- Recreation
- Entertainment

4) What issues relating to transportation are the most important to you? Rank their importance to you on a scale of 1 through 5.

1= Very important

5= Not important

ISSUES	#1	#2	#3	#4	#5
Congestion	11	10	5	2	1
Safety	25	4	0	7	0
Travel Time	13	11	5	0	0
Alternative modes of transportation	8	3	6	7	4
Access to opportunities and services	9	8	7	2	3
Efficient movement of goods	11	9	4	2	3
Cost of building operations and maintenance	8	8	8	2	1
Impacts on economic development statewide	12	10	5	4	0
Impacts on economic development in your community	16	9	4	0	2
Maintaining existing infrastructure	18	6	0	0	3
Impacts on the natural environment	10	2	9	4	2

5) What funding options would you consider to improve Missouri's transportation system?

16 = Additional sales tax

16 = Bonds

13 = Sales tax on motor fuel

11 = State/local matching funds

10 = Toll bridges and highways

10 = Increased vehicular registration fees

Others (less than 2):

- Public/private partnerships
- One dollar or more fuel tax increase
- Options other than additional sales tax are too limited
- Taxes on casinos, which increase traffic
- Raise vehicle registration \$10 per vehicle so everyone would pay an equitable amount
- I don't believe additional taxes are possible today

6) Other comments:

- Do not abandon the 15 year highway and bridge plan. This must be finished.
- You should consider enabling legislation for metro areas to raise taxes for transportation (separate from statewide effort).
- You should consider freight needs, rail crossing issues, expansion needs of intermodal facilities, etc.
- Rural highway needs (4-laning of low volume highways) are overstated. Less expensive solutions to address safety issues should be considered. I would like a more detailed analysis of highway maintenance needs.
- Why isn't Route 136 shown as a major corridor?

- We must develop a communications strategy to emphasize the benefits to the economy of the state and local communities.
- The City of Grandview is concerned about how the transportation system around us affects our current needs as well as anticipated economic development needs. The city has already sold bonds to build improvements along the state ROW—also ISTEA funds and transportation sales tax money. The state and others need to honor commitments for Highway 150 improvements and Highway 71 improvements surrounding us.
- Maintaining the current infrastructure, encouraging carpooling or public transportation use and improving/reducing congested areas during rush hours are important. The total transportation plan as presented is impressive if a funding source can be found. Highways are a #1 priority.
- The plan helps emphasize the importance of transportation. You need to add the 136 corridor between I-29 and I-35 to the priority corridor list.
- If the vision is to work the public must understand it and trust must be established.
- Coordination of transit is possible. Ray and Clay Counties (Excelsior Springs) have worked together for years on a limited scale to serve the needs of riders.
- MoDOT absolutely has to curtail internal spending and add at least \$100 million of the money saved to the investment in roads, bridges and infrastructure.
- I would like to see more access for pedestrians and bridges, especially in situations where state highways bisect cities. In most cases, busy intersections exist at these points and there are no sidewalks or traffic control signals that allow safe crosses for alternate modes of transportation. Page eight of the Missouri Policy on ISTEA Reauthorization: I would like to see the wording “more flexibility” deleted from the paragraph “Missouri Policy.” I would also like to see that CMAQ and enhancement funds would be dedicated funds.
- MoDOT must recognize that the old answer to transportation problems-build a new or bigger road-is not appropriate for the long term problems facing the state. Many rural areas do need improved, safer state roads and bridges but urbanized areas will bankrupt transportation funding if more and more highways are built and must be maintained. An efficient intermodal mix of rail, transit and bike/pedestrian must be encouraged and funded. Every Missourian at some point in a trip is a pedestrian and MoDOT has no real recognition of this method (or bikes) in its current policies.
- We must face the crisis—user resources will lend support.
- With the lack of finished projects promised previously, it is highly improbable that voters will believe any more promises in exchange for their vote for additional taxes. Our voters are running out of patience. To succeed, this new vision will have to be very project specific with firm timelines and construction schedules to receive voter approval for additional funding.
- What about projects that were originally in the 15 year plan but never completed? Why start something new when the original plan was not successful? It seems a waste of money and planning. If you could finish the 15 year plan then the TTC would be an important next step.
- Once the Proposition A is finished, the legislators and public will probably support an increase if it is accomplished with a workable plan.
- Rural transportation is very important to many senior citizens throughout Missouri. Therefore, what bridge and roadway improvements are necessary for this type of transportation?
- Let's get the work underway to improve the roads. We're falling further and further behind.

- All segments of intermodal transportation must be expanded in order for them to mesh into an effective transportation plan.
- More support is needed for commuter rail to supplement Amtrack and light rail. Improvements are needed for Highway 7 and Highway 58 in Cass County.
- Do not raise fuel tax. This is defeating because cars become more fuel efficient. Also since tourism is a new ISTEA factor, increase the tourism and spend a portion of the revenue on transportation. Also, as the state invests money in interest-bearing ventures, invest back into public/private transportation bonding projects so we receive more interest income plus accelerate road projects.
- When the 15 year plan is completed, tax payers might support other improvements.

TOTAL TRANSPORTATION COMMISSION OF MISSOURI
Public Meeting Questionnaire Results
St. Louis
Thursday May 22, 1997

1) What county do you reside in?

- 26 = St. Louis
- 6 = City of St. Louis
- 5 = Jefferson
- 2 = St. Charles
- 2 = Franklin
- 1 = Cole
- 1 = Madison
- 1 = Warren
- 1 = Kirkwood/Webster
- 1 = St. Francois
- 1 = Pemiscot

2a) Do you understand the benefits the Vision presents to Missouri? Explain:

- Not fully
- It's especially exciting that there could be future AMTRAK routes
- Total transportation is all-inclusive of all culture groups and is needed for access to Missouri goods and services
- Comprehensive, well-integrated
- Enhanced transportation will help bolster economic growth
- Provides stimulus for increasing funds for identified needs
- Economic development, safety, time savings, expanded markets
- Focusing non-highway transport expectations into workable plans
- A total transportation plan that is intermodal gives citizens options
- Efficient movement of people and goods
- Unified, integrated transportation
- I need a pie chart to see where the dollars are going
- Tourism development
- Improve quality of life and provide jobs
- To provide a safer and better transportation system for Missouri

2b) For your community?

- St. Louis is a community town by the isolation of neighborhoods. Interlocking transportation modes are very important.
- Access to jobs, shopping and recreation
- Putting funding realities and program choices in front of the public, alternatives we don't usually hear about
- Citizen participation in change
- Please don't save our inner ring suburbs—we don't want your salvation remedies

- Rapid, intermodal transit
- Less time spent waiting in traffic
- Highway 21 must be a priority

3a) What routes/corridors do you frequently use?

- Take MetroLink from the Central West End to Downtown
- Interstate 44, Interstate 70
- Lindbergh, Interstate 270
- Interstate 64/40, Interstate 55
- Olive, Page
- Forest Park Parkway
- Route 67
- Route W
- Highway 8 and Highway 12
- Clayton Road, Lindell Blvd.
- Bus routes in South St. Louis County
- Carondelet, Cherokee
- Manchester Road
- New Florissant, Airport roads
- Highways 63, 54, 50, 72, 19, 94
- Route 100
- Route MM, Route W, Highway 21
- Interstate 255
- St. Charles Rock Road

3b) What do you primarily use these routes for?

- 26 = Commuting to work
- 20 = Access to shopping
- 17 = Business travel
- 4 = Commuting to school

- Other:
- 5 = Recreation
 - 2 = Church
 - 1 = Sporting events
 - 1 = Errands
 - 1 = Meetings
 - 1 = Museum/park access
 - 1 = Visiting family

4) What issues relating to transportation are the most important to you? Rank their importance to you on a scale of 1 through 5.

- 1 = Very important
- 5 = Not important

ISSUES	#1	#2	#3	#4	#5
Congestion	15	10	15	3	2
Safety	25	11	5	2	2
Travel time	11	15	10	2	6
Alternative modes of transportation	25	2	4	6	8
Access to goods and services	18	11	10	5	3
Efficient movement of goods	9	10	18	3	6
Cost of building operations and maintenance	12	8	11	5	5
Impacts on economic development statewide	17	5	11	3	6
Impacts on economic development in your community	19	5	6	7	5
Maintaining existing infrastructure	20	12	5	2	4
Impacts on the natural environment	19	7	7	5	4

5) What funding options would you consider to improve Missouri's transportation system?

7 = Bonds

27 = Sales tax on motor fuel

26 = Additional sales tax

17 = Toll bridges and highways

17 = Increased vehicular registration

17 = State/local matching funds

Others: Income taxes

Shifting funds away from education and social welfare programs to transportation

6) Other comments:

- You can't get through to Call-A-Ride early, it takes a long time. I also don't like paying for round-trip.
- The E & H transit source needs more flexibility and compassion. You have to make reservations seven days in advance and cancel at least two days in advance. There is also a problem with cost and the computer reservation system.
- Need state assistance for building/expanding urban light rail system.
- More local input is needed for proposed changes in infrastructure. Rather than develop additional rails to trails, pave a four lane strip alongside state highways to be used for bicycles and for farmers moving equipment.
- We need to think long-term, 50 years from now. What is going to happen after the international oil reserves are depleted? Will the U.S. economy (and Missouri's) collapse?
- Stop using funds for beautification grants and focus on real needs first.
- Jefferson County sorely needs a "new" Highway 21. Too many people are killed and injured on the old part of the highway, but none on the new part. As costs of property will continue to escalate, now is the time to buy.
- Three people have died on Route MM in the last nine months. An east-west corridor study needs to be done here.
- Explore a comprehensive rail system that takes advantage of Missouri's population centers.
- The TTC has done an excellent job of identifying the needs and developing a solution.

- It is critical to have a corridor highway from Bethany to Trenton.
- We have a bad tax system—fix this first. What is wrong with the transportation committee's thinking? What is stopping this shift to location tax? It should have been done long ago. It's just common sense. Where has our government's common sense gone?
- I support keeping rural and scenic roads rural and scenic, not making every road a straight, wide highway.
- Older and younger citizens need mobility, a viable alternative to the automobile. Mass transit deserves state funding.
- My greatest concern is on-road bicycling. The greatest obstacle to promoting on-road bicycling is fear and ignorance. The mixed use bike/pedestrian trails are the most inferior type of bicycling facilities. Minimal design changes at little or no cost may make highways and streets bicycle and pedestrian friendly.
- The incredible capital and operating expense of light rail—with unbearable public subsidies that will never go away—makes this portion of the long-range plan ludicrous. Heavy rail, highways, barges and aviation make sense on a statewide basis.
- Buses are inefficient on weekends.
- Public transportation unites people from highly diverse economic and racial backgrounds—develop it more.
- Bus stations, train stations and airport pick-ups should be at the same place.
- The Commission should consider endorsing legislative measures that would create growth boundaries or incentives for communities to create them.
- We need more frequent trips on the Greyhound St. Louis to Memphis line and Amtrack's line from Springfield, Missouri.
- Do not extend the size of trucks.
- Once you discovered the price of your total plan, was any effort made to trade improvements off against each other to create different spending level plans?
- We need to maintain what we have in place now as a public investment.
- Total Transportation is a vision who's time is long overdue. Keep up the good work and keep focused on the goal.
- Since people in Missouri don't have an effective north/south highway some effort should be focused on providing something through the center of the state.
- Missourians don't buy the extra tax solutions to funding problems because of MHTC's shortfalls and miscalculations. You should outline the relative real costs of various modes so that people have a sense of what gets subsidized.
- I am very concerned about the proposed MetroLink expansion ignoring the area of greatest traffic congestion west of St. Louis City limits. The public involvement process has been a joke.

TOTAL TRANSPORTATION COMMISSION OF MISSOURI
Public Meeting Questionnaire Results
Moberly
Tuesday May 27, 1997

1) What county do you reside in?

- 9 = Macon
- 8 = Randolph
- 6 = Morgan
- 6 = Clark
- 5 = Saline
- 4 = Boone
- 3 = Camden
- 3 = Carroll
- 3 = Scotland
- 2 = Cole
- 2 = Putnam
- 1 = Lafayette
- 1 = Lincoln
- 1 = Knox
- 1 = Schuyler
- 1 = Howard
- 1 = Adair
- 1 = Livingston

2a) Do you understand the benefits the Vision presents to Missouri? Explain:

- A better total transportation system
- Statewide economic development
- Not clear about 10 year vs. 20 year scenario
- We don't see evidence of environmental concern when you take over farmland and Indian artifacts
- The Vision is the most feel-good statement I've read in a long time
- It is a smokescreen for more urban transportation projects
- Large areas need alternate modes of transportation
- I am skeptical about biking/hiking trails
- It means more economic growth
- Everyone wants something better but preserve what we have
- An integrated transportation system would best serve the needs of Missourians
- It appears to be a Vision of all things for all people rather than a doable plan

2b) For your community?

- Multitmodal transportation does not serve all communities
- Economic and safety benefits
- Highway corridors must remain a top priority

- We need bridges and shoulders on Highway 136
- More emphasis needs to be placed on Northeast Missouri
- Our communities seem left out of the Vision
- I don't see any benefits for my community
- The Highway 5 project is a must
- Need highway/bridge replacement
- Four lane highways would provide the best access
- Stay with the 15 year plan
- Doesn't envision the relatively simple needs we have or keep promises already made
- May provide earlier completion of Highway 63

3a) What routes/corridors do you frequently use?

- Highway 5
- Highway 135
- Route M, Route C
- Highway 63, Highway 24, Interstate 70
- Highway 240
- Highways 50, 54, 13, 36, 23, 65
- Highway 136, Highway 61
- Highway 3, Highway 5
- 47-79
- Highway 6, Highway 15, Highway 151
- Highway 10/210
- Highways 81, 91, 52, 35, 87, 52
- Route D

3b) What do you primarily use these routes for?

- 44 = Business travel
- 25 = Commuting to work
- 25 = Access to shopping
- 16 = Moving freights/goods
- 6 = Commuting to school
- Other: 4 = Doctor visits
- 3 = Personal travel
- 2 = Entertainment
- 1 = Farming

4. What issues relating to transportation are the most important to you? Rank their importance to you on a scale of 1 through 5.

- 1 = Very important
- 2 = Not important

ISSUES	#1	#2	#3	#4	#5
Congestion	16	15	9	6	3
Safety	48	8	0	1	0
Travel time	16	16	14	6	0
Alternative modes of transportation	3	6	7	9	21
Access to opportunities and services	19	8	12	7	2
Efficient movement of goods	20	15	10	4	2
Cost of building operations and maintenance	7	14	15	3	4
Impacts on economic development statewide	18	17	11	0	1
Impacts on economic development in your community	28	17	6	0	0
Maintaining existing infrastructure	21	16	6	3	0
Impacts on the natural environment	1	9	9	23	24

5) What funding options would you consider to improve Missouri's transportation system?

- 26 = Bonds
- 22 = Toll bridges and highways
- 20 = Sales tax on motor fuel
- 15 = Additional sales tax
- 12 = State/local matching funds
- 9 = Increased vehicular registration fees

6) Other comments:

- Highway 5 is a disaster waiting to happen. There is no safe place to park if your car breaks down. It is single lane with no shoulders, poor visibility and it is very winding and heavily traveled.
- Federal fuel tax reform must be addressed before any increase in sales or fuel tax has any hope of passing. Those responsible for the miscalculations in the MHTD must be removed to gain credibility.
- Northeast Missouri needs four lane highways.
- Highway 63 traffic has greatly increased in the last few years. The highway is congested and unsafe. Northeast Missouri needs four lane highways.
- No additional taxes should be added until current taxes are used. Fuel tax money should not be used on other forms of transportation.
- The concept of linking towns with 5, 000 people or more should remain a top priority.
- The roads and bridges in northeast Missouri are in great need of repair.
- The state of Missouri needs to fulfill its existing obligation—completing the 15 year plan. If transportation is a priority then other programs and policies have to forfeit some funding until the 15 year plan is completed.
- Bring Highway 136 up to a good two lane road with shoulders.
- Let the state focus on state needs. Public transportation is a community function. Rail travel is ridiculously expensive. If there's little demand for public transit, forget it. Eliminate the prevailing wage in rural areas to lower costs, don't raise taxes.

- The public has voted for and paid a gas tax to improve our highways and now no one can tell us where the money has gone, they just need more. Tell us where our money is and get some highway construction started.
- Reduce MoDOT expenses by discontinuing maintenance of dead-end lettered routes to make up the funding. The TTC must make specific recommendations for how the funding gap will be filled. They should recommend a mechanism for deciding which transportation projects will be completed.
- Increasing the sales tax on gasoline would be a form of placing the cost on the user.
- Replace crumbling bridges, add shoulders and make our existing rural roads safer.
- I think we should improve roads we already have instead of adding new ones. Some of the funds that are going south should stay in our area.
- I feel you will use the funds where you want (in the big cities) and the small northern counties will remain neglected.
- Turning state lettered roads back to the counties would create hardships. On Highway 136 west of Loray there is a bridge that needs to be completed before someone gets killed.
- Carroll County desperately needs a river bridge and a completion/upgrade of the N/S corridor and E/W link.
- The Vision looks like a justification to take away some of the tiny portion of highway funds that were to be used in rural areas under the 15 year plan.
- Smaller counties cannot effectively take part in the plan if local funding participation is a major funding strategy.
- State employees get State wages but when a State lets a contract to a firm they are required to pay prevailing wages. If this were not required costs of construction would be less.
- Adequate transportation avenues are required to encourage economic development in the rural areas.
- Present funding may be enough to complete the project, if it is spent wisely.
- Light rail seems to be more cost-effective than roads.
- You must not put Avenue of the Saints at the bottom of the priority list—there are Indian artifacts on every inch. We are having enough trouble sustaining a living on our farms without losing so much of our crop land.
- If one or two projects were completed soon, there would be more public support for the others.
- The state of Missouri has not fulfilled what they promised the voters and should not use this commission to alter or extend what state voters have approved.
- Very impressive public hearing. People need to be made more aware of the total transportation future to gain their support.

TOTAL TRANSPORTATION COMMISSION OF MISSOURI
Public Meeting Questionnaire Results
Joplin
Wednesday May 28, 1997

1) What county do you reside in?

- 6 = Newton
- 5 = Jasper-
- 3 = Webster
- 3 = Stone
- 2 = Greene
- 2 = Barry/Lawrence
- 2 = McDonald
- 1 = Camden
- 1 = Dallas
- 1 = Banton
- 1 = Vernon

2a) Do you understand the benefits the Vision presents to Missouri? Explain:

- The benefits are not equal throughout the state
- A coherent plan that considers the impact of transportation on quality of life, safety and economic development
- It presents an opportunity for a statewide coordination of goals
- Enables citizens to retain independence and mobility
- The Vision can prepare Missouri for a strategic advantage in the national highway network. Our state was founded as a transportation center and we must continue our potential leadership in transportation
- Economic development and the environment moving together
- A transportation system is the blood circulation of our state's body
- I like the multimodal concept for outlying areas
- Growth commitment for the next generation, quality of life for the future
- Improved availability of transportation, more cost effective use of resources

2b) For your community?

- A focus on public transit
- Coordination of public service
- It does not do anything for Monett
- The Vision addresses my area (Greene County) well in terms of highways and freight rail, but does not address transit or passenger rail to the extent it should
- The plan needs outway funds
- Fast growth in the area is requiring more and better roads. We must conserve our trees and water
- Our community must have links to the rest of the state
- Planning for the future

3a) What routes/corridors do you frequently use?

- Highway 91
- Highway 176, Highway 160
- Highway 38
- Highway 43
- Highway 71, Will Rogers Turnpike, Highway 65, Interstate 44
- Rangeline Road, Main Street, 7th Street, 32nd Street
- Chestnut Expressway
- Glenstone, Kearney
- Highway 60, Highway 37
- Highways 13, 76, 86, 41, 60
- Highway 265
- Highway 5
- Highway 63, Highway 54, Interstate 55

4) What issues relating to transportation are the most important to you? Rank their importance to you on a scale of 1 through 5.

1 = Very important

5 = Not important

ISSUES	#1	#2	#3	#4	#5
Congestion	13	5	8	0	1
Safety	19	2	4	0	2
Travel Time	7	10	5	3	2
Alternative modes of transportation	6	2	8	4	7
Access to opportunity and services	5	9	6	5	3
Efficient movement of goods	10	8	7	2	0
Cost of building operations and maintenance	4	9	9	4	1
Impacts on economic development statewide	9	8	4	5	0
Impacts on economic development in your community	18	4	2	2	0
Maintaining existing infrastructure	11	7	4	3	1
Impacts on the natural environment	5	6	11	3	2

5) What funding options would you consider to improve Missouri's transportation system?

14 = Toll bridges and highways

12 = Sales tax on motor fuel

8 = Increased vehicular registration fees

7 = Additional sales tax

7 = State/local matching funds

5 = Bonds

6) Other comments:

- I believe the 15 year plan should be enforced as voters approved the gas tax.
- Smaller communities need additional funding sources to maintain highways received from the state. Possibly grants or annual payment increase in what used to be FAU funding.

Safety should be more important than speed. Some of the older highways just aren't in good enough condition for the higher speed limits.

- I liked your meeting format.
- We are taxed enough. Funds should be provided from the budget to adequately meet the transportation needs.
- If you cut taxes for all Missourians we will spend more on goods and generate additional tax revenue.
- Some suggestions: Coordination of OATS and Paratransit Systems, travel to and from Joplin to outlying communities, golf carts for persons with disabilities, coordination of rail systems with other states, include persons with disabilities in planning, coordinating and administering transportation services.
- The approach to public involvement is good and will go a long way to develop consensus for funding. At some time soon, leadership for selling the plan must develop and start "down the road."
- Public transit users should fund the total operating cost of that mode.
- The \$15 million per year from jet fuel sales that is going to the general fund is a gas tax and should be dedicated to transportation.
- The counties cannot afford to take responsibility for state lettered roads. We already have 72,000 miles of road and we cannot afford to upgrade most of them from dirt roads.
- If most Missourians really understood what they would get for their money, they would approve of additional taxes to fund the Vision.
- When providing funds for transit systems, allow for use both in capital purchases as well as maintaining operations. Provide funding for use in coordination of transit services.
- Even rural areas have need for public transportation that is reliable and convenient. Existing systems like OATS, paratransit, school buses, etc. are too territorial. They should work together and share resources.

TOTAL TRANSPORTATION COMMISSION OF MISSOURI
Public Meeting Questionnaire Results
Poplar Bluff
Friday June 6, 1997

1) What county do you reside in?

- 16 = Butler
- 3 = Ripley
- 3 = Stoddard
- 2 = New Madrid
- 1 = Howell
- 1 = St. Francois
- 1 = Cape Girardeau
- 1 = Pemiscot
- 1 = Dunklin
- 1 = No response

2a) Do you understand the benefits the Vision presents to Missouri? Explain:

- A good, solid total transportation system
- Progress and safe transportation
- Well-developed plan for the entire state
- Economic growth and concern for public welfare
- More jobs and recreational opportunities
- We need better roads and better bridges as promised
- You can study something to death and still do nothing
- Being able to get from point A to point B safely
- It still fails to address how we are to change the economics of the five poorest counties in the state and structurally and economically tie them to the rest of the state
- Follow-through is important

2b) For your community?

- Poplar Bluff is now in a bottleneck and needs a four lane bypass
- Keep roads up-to-date and in good condition
- We need a dual system
- We need to be part of the Vision
- Provides an opportunity for citizens to participate in the plan
- Enhanced opportunity for growth and security
- Replace bridges, improve roads
- One day, maybe, some concrete and asphalt bridges
- To bring us out of economic depression
- The 15 year plan will be the lifeline of Poplar Bluff's future

3a) What routes/corridors do you frequently use?

- Highway 60, Interstate 55, Highway 61
- Highway 84
- Highway 34
- Highway 21, Highway 142
- Highway 67
- Interstate 70
- Highway 53
- Highway 51, Highway 160, Highway 25
- Highway 63
- Highway 32, Highway 8
- Highway 412, Interstate 155

3b) What do you primarily use these routes for?

- 23 = Business travel
12 = Access to shopping
9 = Commuting to work
7 = Moving freights and goods
6 = Commuting to school
Other: 4 = Recreational/personal travel

4) What issues relating to transportation are the most important to you? Rank their importance to you on a scale of 1 through 5.

1 = Very important

5 = Not important

ISSUES	#1	#2	#3	#4	#5
Congestion	14	8	4	1	1
Safety	22	3	3	0	0
Travel time	12	8	5	2	1
Alternative modes of transportation	1	1	5	4	11
Access to opportunity and service	9	7	4	1	2
Efficient movement of goods	14	7	2	0	0
Cost of building operations and maintenance	8	5	5	2	3
Impacts on economic development statewide	17	4	4	0	0
Impacts on economic development in your community	21	5	1	0	0
Maintaining existing infrastructure	17	3	3	1	1
Impacts on natural environment	4	2	6	5	5

5) What funding options would you consider to improve Missouri's transportation system?

- 14 = Sales tax on motor fuel
12 = Toll bridges and highways
10 = Bonds
10 = State/local matching funds
9 = Increased vehicular registration fees
6 = Additional sales tax

6) Other comments:

- The future of Poplar Bluff—progress, stability and long-range plans of economic development--will depend on the State of Missouri and MoDOT keeping its promise to the people.
- Until we find ways to connect the poorest parts of the state to the economic centers they will continue to be poor. The links have to be created to enable economic development in Southeast Missouri.
- We need good roads in Ripley County. We are tired of being economically depressed.
- Use funds that are designated for highways for nothing but highways.
- I would like to see the 15 year plan completed ahead of schedule. Corridors are very important to the economy and traveling concerns.
- Quit spending money on consultants and overhead and you'll have more for concrete and asphalt. Specify the projects, then get them done.
- Find someone to determine the real cost for this Vision. Keep the 15 year plan intact and put the money you've spent on other things back into the plan. Why should we believe you can manage any additional funds we give when you have mismanaged the funds we have already given to you?
- The promises made in 1992 are still important.
- Gasoline tax should be spent on highways and bridges. City streets, rapid transit and air transportation should all use other funds.
- Highway 67 is used frequently by trucks and is in need of repairs.
- There should be a PR blitz to explain the demise of the 15 year plan to the public and a new plan with reasonable costs should be developed.
- Most of us taxpayers have very little confidence in local, state and federal government. We have been misinformed about the 15 year plan.
- We must have a dual lane on Highway 63. You need to address the growing areas with transportation deficiencies.
- Get St. Louis to repay the mass transit loan in a timely manner.
- Repeal the prevailing state and federal wage laws.
- Where did MoDOT get the funds to loan Illinois for the Cape Girardeau bridge? For the St. Louis MetroLink? How does the TTC feel they have the authority to abandon the 15 year plan promised to Missourians who approved the gas tax increase? The Missouri constitution is very clear that highway gasoline taxes are to be used only for highways, not including pedestrian or bicycle highways.

MISSOURI STATEWIDE TRANSPORTATION FRAMEWORK (STF)

Identification of Missouri's Statewide Transportation Framework (STF) is a central element of the Missouri Total Transportation Plan. The STF represents the major physical framework upon which other components of the Plan can be applied, particularly transportation investment and economic development strategies.

This initial work involves the identification of transportation corridors (highways, rail, water) that should comprise the principal physical framework of Missouri's intermodal transportation system. Once the STF Corridors are identified, additional efforts can be undertaken to identify important transportation hubs (airports, waterports, terminals) and transportation clusters (city or county wide transit systems). Additional segments may be added to the STF that provide access to the transportation hubs and clusters. This helps make the macro-level Statewide Transportation Framework "total" in nature and scope.

It is important to note what the STF is not. It does not represent a recommended state-owned or state-interest transportation system, nor is it intended to identify limits on future state investments. Such a state-interest system would be the sole recipient of future state support; this study is not charged with reviewing the extent of the state's interest in transportation facilities. For example, if the Missouri DOT is charged with preserving low volume state highways, or should state funding be directed toward sustaining rail service on light density lines, substantial investment could occur off the STF. In another example, a large share of transportation investments tailored to reduce urban congestion will take place off the STF.

This paper includes two major sections:

- I. Identification Process, used to recommend the Statewide Transportation Framework.
- II. Corridor Priorities, suggesting a method for prioritizing STF corridor segments for project development.

IDENTIFICATION PROCESS

The process of identifying and designating the recommended STF corridors is designed to establish the principal physical framework of the Missouri intermodal transportation system from a statewide perspective. This perspective requires focusing on international, interstate and intrastate-scale considerations. This distinguishes the macro-level STF from local, intra-urban and regional networks, which are more appropriate to a micro-level system.



The process of determining a macro-level system has several aspects. Most important, the process should be based upon criteria that can be applied in a defensible and replicable manner. The selected criteria must reflect goals in the TTC's adopted Vision associated with:

- New economic development
- Sustaining the state's competitive economic position
- Preserving existing infrastructure
- Modernizing/enhancing existing infrastructure
- Rural development objectives
- Intermodal considerations.

The criteria and designation process must remain dynamic and be flexible enough to adapt to changing conditions while utilizing existing data resources to minimize the need for additional data.

The Total Transportation Plan's STF is intended to become a key component of the state's future economic development strategy. As such, the process draws heavily upon work already performed by MoDOT and reviewed/approved by the FHWA in the areas of functional classification and designation of the National Highway System (NHS). Thus, the STF process is designed primarily to identify transportation corridors connecting population centers and is principally rural in scope.

It is also important to recognize that the designation of a Statewide Transportation Framework carries no preconceptions or assumptions concerning the type of facility that will or should be provided in a corridor. Though traffic demand and service levels are key considerations in identifying STF corridors, the existing facility may not need to be expanded over the long term to provide adequate service to the traveling public, accommodate new/existing economic development, enhance tourism opportunities, or attract new investment. For highways, this means existing two-lane highways on the STF will be adequate to serve future traffic in many cases. For rail corridors, additional track capacity or upgrading may likewise be unnecessary for the foreseeable future.

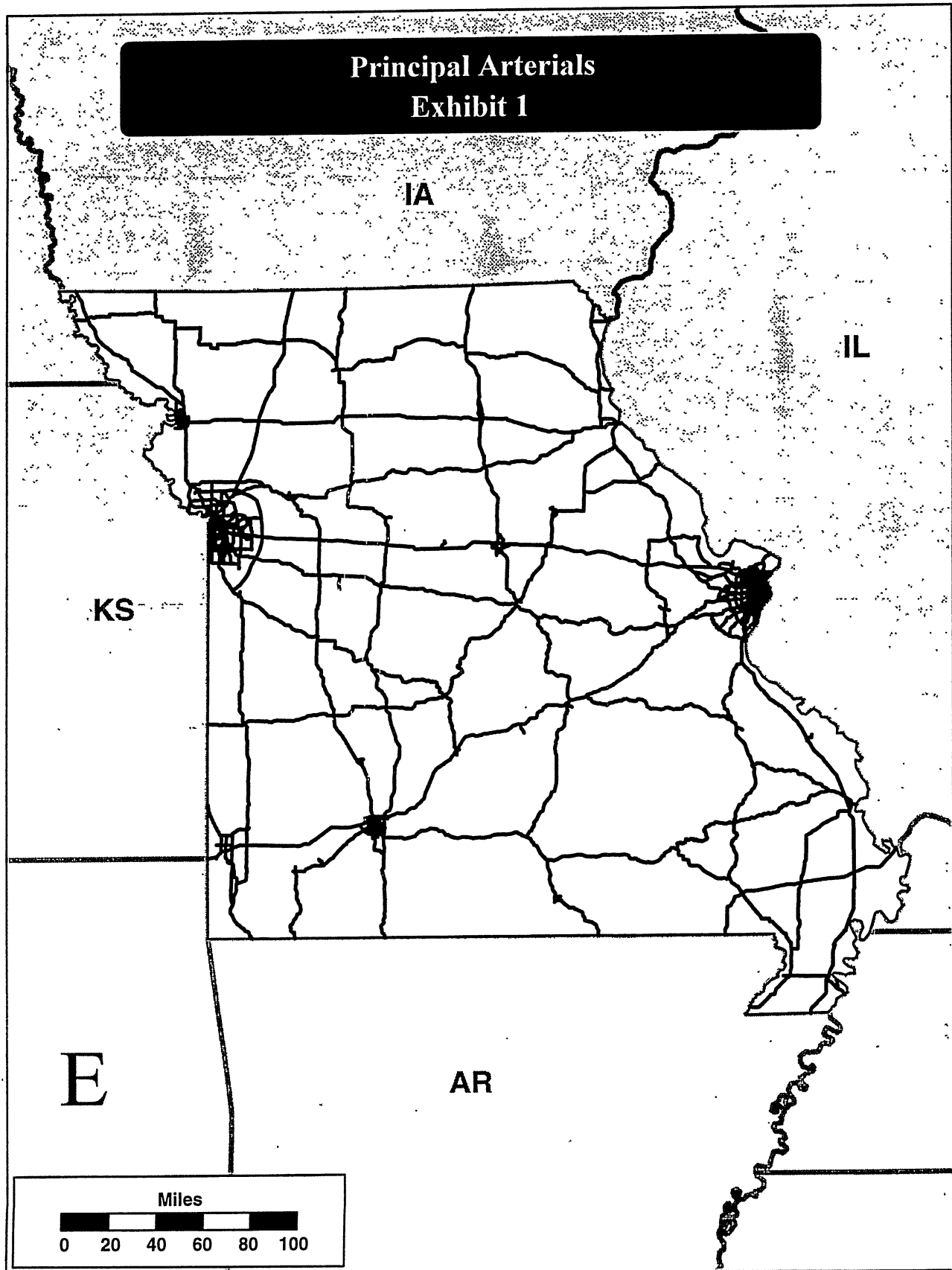
Identification Criteria

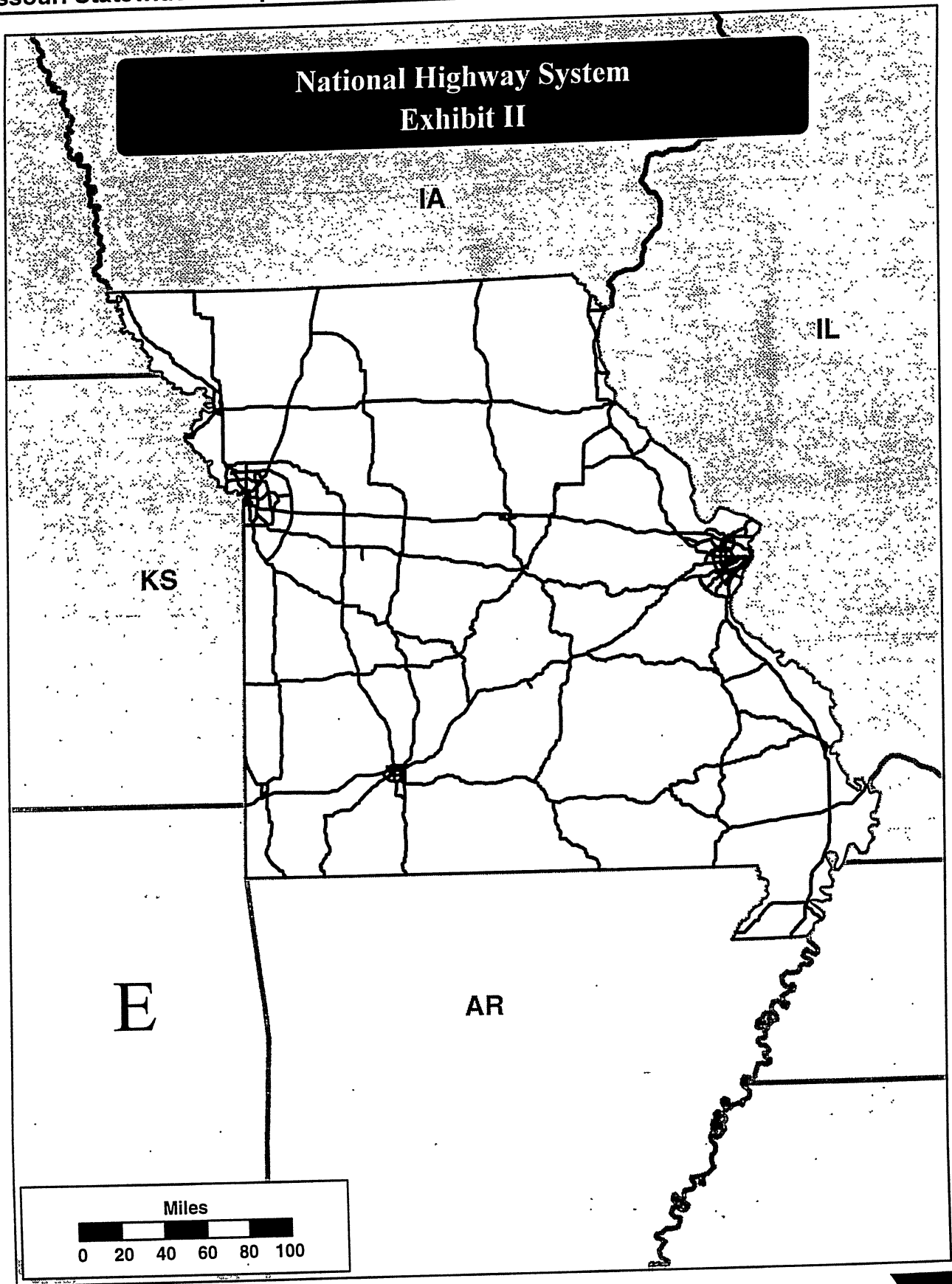
Numerous potential criteria were evaluated and considered for use in the corridor identification process. For purposes of keeping the process simple and straightforward, it is critical that identification criteria depend upon existing data that utilize measurable, comparable aspects of existing conditions. Many states have attempted to forecast future traffic volumes, economic activity, tourism, etc. to help identify transportation corridors. The focus upon existing conditions makes Missouri's STF real in the current context and allows it to grow as future conditions dictate.

Highways. Highway corridors were considered and evaluated using the following criteria supported by existing data:

- Principal Arterial System (PAS). Missouri's 5,612-mile principal arterial system (see Exhibit I) includes all 1,178 miles of interstate highways. The PAS is designated by MoDOT working through the Federal Highway Administration. Designation as a principal arterial means a highway must meet certain FHWA criteria concerning connectivity of population centers, geographic spacing, commercial traffic levels, trip length and function. Of the 4,434 miles of non-interstate principal arterials in Missouri, 3,043 (69 percent) are rural. Nearly 80 percent of the rural non-interstate PAS are two-lane highways. The PAS development by MoDOT recognized connectivity of population centers, connections with neighboring states, and service to tourism/recreation areas and other major traffic generators (manufacturing areas, airports, intermodal terminals, military installations).
- National Highway System (NHS). Missouri's 4,475-mile NHS (see Exhibit II) also includes the entire interstate system. The remaining 3,297 miles are nearly all functionally classified as principal arterials. As in nearly every state, a significant share of Missouri's PAS was excluded from the NHS. There are three primary reasons for this: (1) Congress was limited by a mileage ceiling for the NHS, (2) some PAS miles serve low traffic volumes, making them poor NHS candidates, and (3) PAS routes near state borders are sometimes duplicated in a neighboring state.
- Traffic Volumes. A minimum criteria for designating a higher order system like the STF must involve traffic demand. For the STF highway corridors, a 1995 Average Annual Daily Traffic (AADT) of 3,500 in rural areas is recommended. With continued average growth in traffic volumes over a 10- to 15-year period, most highways carrying this 3,500 AADT minimum now could warrant a four-lane facility by the end of the study period.
- Commercial Traffic. Highways with heavy commercial (truck) traffic should be strongly considered for inclusion in the STF, even if the AADT is less than 3,500. High commercial truck traffic is usually an indicator of economic activity along a corridor, and a region's economic vitality is strongly linked to the quality of highways used by trucks. In addition, heavy truck traffic can substantially reduce the capacity of a facility, thereby lowering travel speeds and increasing safety risk potentials. Highways carrying 400 to 500 total combination trucks daily warrant consideration for STF identification regardless of total AADT.
- Connectivity. Any planning exercise involving identification of highway systems using measurable criteria like AADT will leave some gaps or discontinuous sections. The designation of "connectivity" as a criterion allows planners and decision makers the discretion to complete the system with logical extensions that connect parts of the network with population centers, intermodal terminals, the interstate system, or other developing areas.







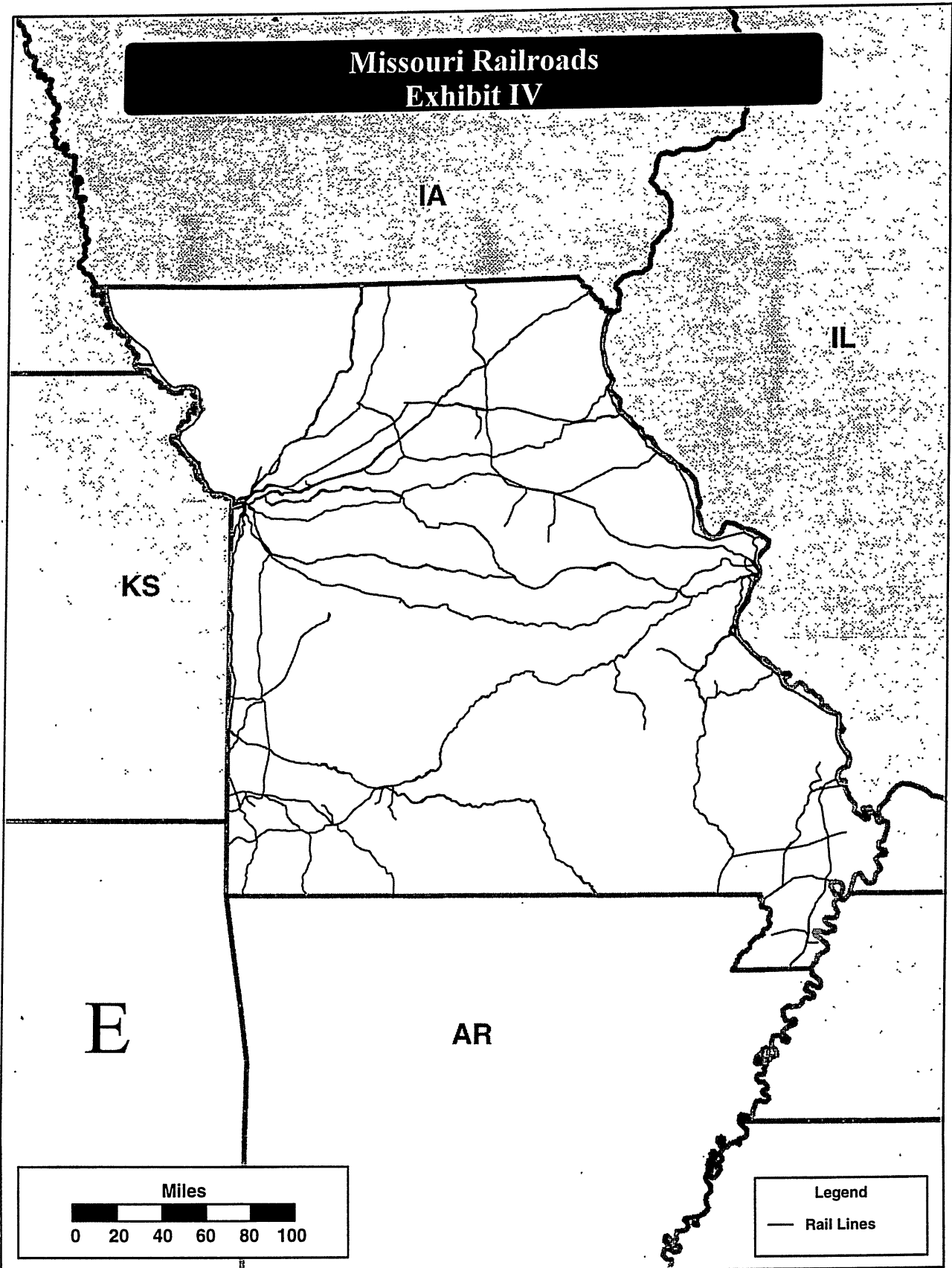
The existing Missouri rail system is shown in Exhibit IV and the rail lines recommended for the STF are shown in Exhibit V (these consider the post-merger plans of UP and BNSF).

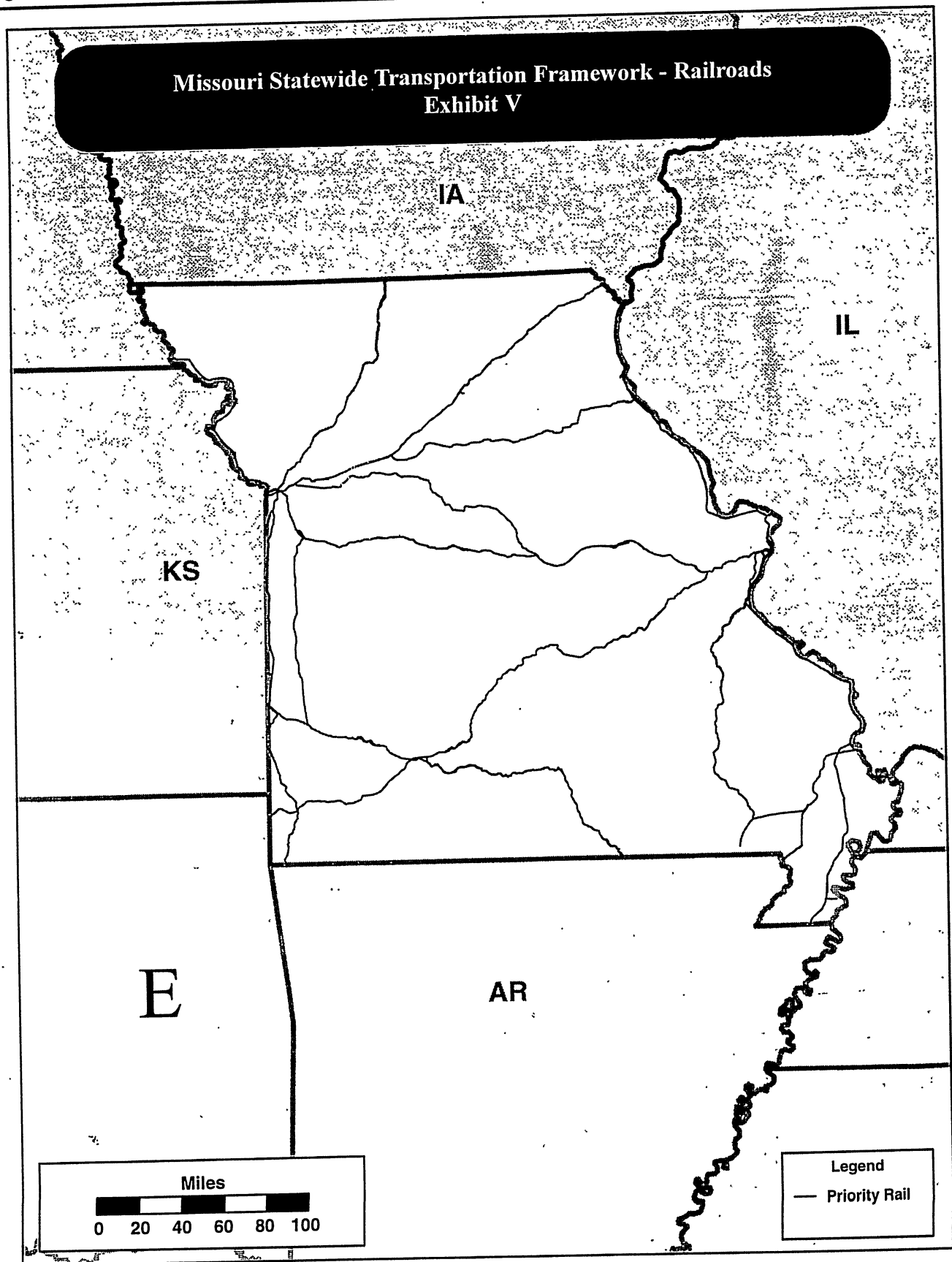
Water. In order for the Statewide Transportation Framework to function in a truly “total” manner and take advantage of economic opportunities afforded by other modes, the navigable inland waterway system must be part of the ultimate network. The evolution of the macro-level analysis involves an investigation to determine the quality and extent of the multimodal interface provided by ports, terminals and their highway/rail/air counterparts. For this study however, the navigable water corridors that serve waterborne commerce are included in the Recommended STF. This includes both the Mississippi and Missouri Rivers.

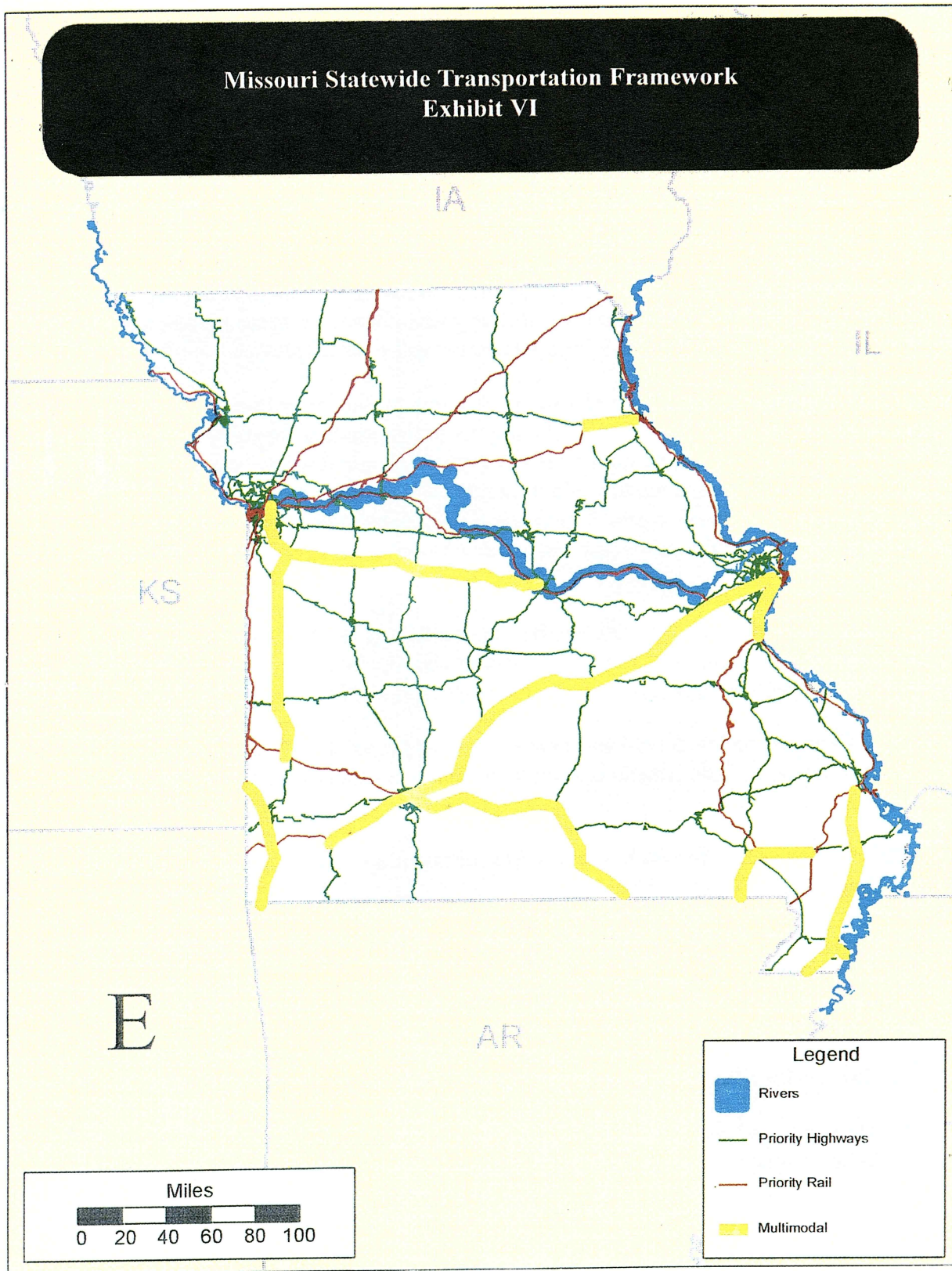
The Recommended STF

The Recommended STF (Exhibit VI) identified here is a beginning step. This system comprises the most important transportation corridors of statewide significance, but its focus is essentially rural. As mentioned previously, transportation clusters and hubs should be identified and mapped to determine if additional STF segments (or spurs) should be included in the system to serve these elements.

The National Highway System in urbanized areas is, of course, included as part of the Statewide Transportation Framework. While this effort did not include a detailed evaluation of the urbanized area transportation networks, it is probable that some non-NHS segments should logically become part of the STF. This process should involve rigorous coordination between the TTC, MoDOT and the MPOs to satisfy the spirit of the ISTEA.







II. CORRIDOR PRIORITIES

The business of implementing a state transportation plan involves a tremendous amount of preconstruction planning before resources can be committed for construction. A corridor planning study involves a full assessment of the existing facility, analyzes its deficiencies, forecasts future traffic volumes, evaluates alternatives, and recommends a facility concept that corrects existing problems while providing enough capacity to satisfy future traffic demand. These engineering studies are understandably complex and time-consuming. The time line for a start-from-scratch Design Study (including an environmental impact statement) for a 30-mile corridor segment is typically three to four years, and can often exceed four years. However, these studies must be completed before any substantial highway improvements can be accomplished.

In response to the passage of the *15-Year Highway Plan* and, as part of its ongoing highway improvement planning, MoDOT has completed complex design studies for many STF corridors and initiated others. However, because no entity has the work force nor financial resources to undertake or manage the simultaneous design studies of a network the size of the recommended STF, a methodology should be developed to prioritize those as yet unstudied corridors. MoDOT can then undertake studies in a sequence that allows the agency to balance its resources against a logical set of priorities.

Following is a suggested methodology that can be utilized to rank the STF corridors for study purposes. It is important to note that urban STF corridors should be excluded from this process, as that ranking is more appropriately carried out by the respective MPOs.

Before each STF Corridor can be scored and ranked, the system must be “segmented” into logical study sections. Application of the criteria is sometimes made to an entire corridor, other times to a corridor segment.

Non-Traffic Criteria for evaluating each STF corridor segment are related to important factors in the Total Transportation Plan’s Vision. That is,

- Access to, and/or connectivity between state border crossings, MPOs, major airports, water ports, recreation areas, and
- Economic development.

The following Non-Traffic Criteria are suggested for a corridor priority-setting scheme.

- *Economic Development/State Border Crossings* - to serve traffic to and from Missouri. Higher values would be assigned corridors serving St. Louis, Kansas City and other ports of entry.

- *Airports* - corridors/segments serving international traffic and commercial traffic would receive higher values than General Aviation airports or those that do not serve an airport.
- *Military Reservations, National Facilities and State Parks* - the most recent public use attendance figures can be used to assign values to corridor segments serving military reservations, national monuments, historic sites and state parks.
- *Metropolitan Areas* - defined here as an MPO (an urbanized area with > 50,000 population); corridors serving TMAs, MPOs, or connecting MPOs would receive higher values.
- *Recreational Areas* - excludes those areas considered in "Military Reservations, National Facilities and State Parks"; corridors/segments serving or connecting with major recreation areas are recognized.

Traffic-Related Criteria. A value would be assigned each corridor or corridor segment for the following traffic-related criteria.

- *Average Annual Daily Traffic* - seasonally-adjusted as reported by MoDOT.
- *Commercial Traffic* - defined as "Total Trucks" reported by MoDOT.
- *Number of Buses* - daily intercity bus traffic should be obtained from the Greyhound Corporation and Russell's Guide.
- *Rail Freight & Passenger Service*

This ranking procedure is not intended to establish construction priorities, but is merely a tool that can be used to place some order into the study process. Improvement priorities for these corridors should remain within MoDOT's program planning process.



STRATEGIES AND ACTIONS BY TRANSPORTATION MODE

Strategies and actions were discussed in Section V in the context of the two principal goals Quality of Life and Competitive Economy. This appendix presents these same strategies and actions organized by transportation mode, providing a means for easy reference. Each strategy and action is referenced based on the two goals, Quality of Life and Competitive Economy.

Aviation Strategies and Actions

Quality of Life, Issue 1, Strategy 2: General aviation capacity should be maintained, improved, and expanded.

- Action 1: All general aviation airports of regional importance should be upgraded to current standards to accommodate the type of aircraft anticipated to use the facility.*
- Action 2: The category of "reliever airport" should be established, identified and prioritized within major metropolitan regions.*
- Action 3: MHTC, MPOs and regional planning agencies should provide the necessary planning services to evaluate the feasibility of airport authorities and make recommendations to local jurisdictions regarding the establishment of regional systems.*

Quality of Life, Issue 2, Strategy 1: MoDOT should maintain a safety management system for all modes and report the findings to the public.

- Action 1: Establish a data collection and recording system for all modes.*
- Action 2: Periodically evaluate the impact of transportation improvements on safety.*
- Action 3: Use the results of safety evaluations for future transportation planning.*

Quality of Life, Issue 2, Strategy 2: Air travel safety should be improved.

- Action 1: Instrument approach procedures should be established at all airports where feasible, using global positioning satellites (GPS).*
- Action 2: MoDOT should implement a statewide weather reporting system using existing fiber optic capabilities.*



Action 3: *Tall structure zoning and control around airports and air patterns should be established.*

Action 4: *Pilot education and safety information programs should be established.*

Competitive Economy, Issue 1, Strategy 1: Transportation infrastructure should be preserved or upgraded where it makes economic sense or as warranted by safety, environmental or historic considerations.

Action 1: *MHTC should maintain comprehensive management systems for all modes of transportation systems.*

Competitive Economy, Issue 2, Strategy 1: Aviation and public transit facilities should be developed, maintained or upgraded in order to promote economic development in urban areas.

Competitive Economy, Issue 2, Strategy 2: International, national, state, regional and local transportation corridors, such as highways, waterways, railways, and airports, should be interconnected where appropriate to enhance economic development.

Bicyclist/Pedestrian Strategies and Actions

Quality of Life, Issue 1, Strategy 5: Policies and decisions which promote and enhance mode choices for travelers should be developed and implemented at the local level.

Action 1: *Pedestrian and bicycle needs should be considered in the development of new transportation facilities and construction projects.*

Quality of Life, Issue 2, Strategy 1: MHTC should maintain a safety management system for all modes and report the findings to the public.

Action 1: *Establish a data collection and recording system for all modes.*

Action 2: *Periodically evaluate the impact of transportation improvements on safety.*

Action 3: *Use the results of safety evaluations for future transportation planning.*

Quality of Life, Issue 3, Strategy 3: The MHTC should include bicyclists and pedestrians as a part of the state's intermodal transportation system.

Action 1: *The MHTC should review and modify design standards to reflect the needs of bicyclists and pedestrians.*

Action 2: *The MHTC should report annually its expenditures on bicycle and pedestrian related improvements.*

Quality of Life, Issue 5, Strategy 1: Transportation policy development should emerge from a partnership of the MHTC, MPOs, local planning agencies, transportation planning groups, transportation users, private industry, local governments, transportation agencies, community organizations and individuals.

Action 5: *The MHTC in cooperation with cities, local planning agencies, MPOs and user groups should develop statewide bicycle needs assessment.*

Competitive Economy, Issue 1, Strategy 1: Transportation infrastructure should be preserved or upgraded where it makes economic sense or as warranted by safety, environmental or historic considerations..

Action 1: *MHTC should maintain comprehensive management systems for all components and modes of transportation.*

Competitive Economy, Issue 2, Strategy 4: Mode choice for personal mobility should be recognized as an integral element of state economic development attractiveness.

Action 1: *MHTC will work with other state and local agencies to assure a range of transportation modes for commuting purposes so that workers (including potential workers) are not unduly disadvantaged by lack of access to a personal motor vehicle.*



Highways Strategies and Actions

Quality of Life, Issue 1, Strategy 1: Highway improvements should be made to reduce congestion and achieve acceptable travel times in rural and urban areas.

- Action 1: MHTC should focus transportation investment on the Missouri Statewide Transportation Framework (STF).*
- Action 2: MHTC should identify corridors of regional significance (such as Highway 136, for example) as part of the STF.*
- Action 3: Enhancements to the corridors of regional significance and corridors on the National Highway System should be implemented to improve safety and travel times.*
- Action 4: Priority highway corridor construction should be accelerated.*

Quality of Life, Issue 2, Strategy 1: MHTC should maintain a safety management system for all modes and report the findings to the public.

- Action 1: Establish a data collection and recording system for all modes.*
- Action 2: Periodically evaluate the impact of transportation improvements on safety.*
- Action 3: Use the results of safety evaluations for future transportation planning.*

Quality of Life, Issue 2, Strategy 3: MHTC should develop a highway safety plan and implementation schedule to reduce the statewide highway fatality and injury rates by a specified percentage and by a specified date.

- Action 1: MoDOT should implement the highway safety plan through a cost-effective combination of roadway improvements to remove unsafe conditions, driver and public education to promote safety, and law enforcement to curtail unsafe driving habits*

Quality of Life, Issue 2, Strategy 4: Improvements should be made to railroad grade crossings to enhance safety and reduce congestion on highways and in urban areas.

Action 1: Grade separations should be built where feasible.

Action 2: Signals should be upgraded at grade crossings.

Action 3: MHTC should establish a number of rail-highway grade crossings to close each year.

Quality of Life, Issue 3, Strategy 1: Missouri's future transportation system should embody principles that ensure that we continue to protect the environment and account for the full costs of transportation decisions that affect air, water and non-renewable resources.

Action 2: MHTC should exercise and advocate transportation planning and decisions that recognize and reflect the goals of the Clean Air Act and Energy Policy Act that place emphasis upon reducing the rate of growth of vehicle miles of travel (VMT) as a means of reducing air pollution and fuel consumption from the transportation sector

Quality of Life, Issue 3, Strategy 2: The transportation system should preserve and enhance the scenic and visual character of Missouri's communities and countryside.

Action 1: The MHTC should establish an annual goal for increasing the number of miles of state highway mileage designated as scenic byways.

Action 2: The MHTC should pursue and implement additional design, management, and regulatory strategies to protect and enhance scenic values along Missouri's highways.

Competitive Economy, Issue 1, Strategy 1: Transportation infrastructure should be preserved or upgraded where it makes economic sense or as warranted by safety, environmental or historic considerations.

Action 1: MHTC should maintain comprehensive management systems for all components and modes of transportation.



Competitive Economy, Issue 1, Strategy 2: Currently, some highways in the state highway system do not fully meet all criteria of being a highway that serves the state highway mission. MHTC should explore methods to reduce the current highway system to only those highways that fully meet the criteria of delivering transportation needs of the state from a statewide perspective.

Action 1: MHTC should develop incentive plans that would promote the transfer of responsibility for existing state highways that do not fulfill the statewide mission to counties or cities.

Competitive Economy, Issue 2, Strategy 2: International, national, state, regional and local transportation corridors, such as highways, waterways, railways, and airports, should be interconnected where appropriate to enhance economic development.

Action 1: All corridors of regional significance should be enhanced to support economic development.

Action 2: Enhancements through interconnections of highways, transit, ports and rail should be made in order to accommodate regional needs.

Action 3: Intermodal freight transportation terminals should be established.

Action 4: Additional intermodal freight facilities for containerized and non-containerized goods should be constructed.

Competitive Economy, Issue 2, Strategy 5: Missouri's transportation system should use new and emerging technology to make existing and developing transportation systems safer and more efficient.

Action 1: MHTC should employ advanced traffic management systems on freeways to reduce recurring and incident-related congestion and to increase safety.

Action 2: MHTC should implement technologies to facilitate commercial vehicle operations.

Competitive Economy, Issue 3, Strategy 1: A common, integrated 5/10/20-year planning and programming process should be utilized by MHTC, MPOs, local planning agencies, transit agencies, and port authorities.

Action 3: *MHTC should have under contract the Short Term Action Plan (STAP) by 1999.*

Ports and Waterways Strategies and Actions

Quality of Life, Issue 2, Strategy 1: MHTC should maintain a safety management system for all modes and report the findings to the public.

Action 1: *Establish a data collection and recording system for all modes.*

Action 2: *Periodically evaluate the impact of transportation improvements on safety.*

Action 3: *Use the results of safety evaluations for future transportation planning.*

Competitive Economy, Issue 1, Strategy 1: Transportation infrastructure should be preserved or upgraded where it makes economic sense or as warranted by safety, environmental or historic considerations..

Action 1: *MHTC should maintain comprehensive management systems for all components and modes of transportation.*

Competitive Economy, Issue 2, Strategy 2: International, national, state, regional and local transportation corridors, such as highways, waterways, railways, and airports, should be interconnected where appropriate to enhance economic development.

Action 1: *All corridors of regional significance should be enhanced to support economic development.*

Action 2: *Enhancements through interconnections of highways, ports, transit and rail should be made in order to accommodate regional needs.*

Action 3: *Intermodal freight transportation terminals should be established.*

Action 4: *Additional intermodal freight facilities for containerized and non-containerized goods should be constructed as needed.*



Competitive Economy, Issue 2, Strategy 3: Capacity of ports should be increased to meet the anticipated growth of the region.

- Action 1: The MHTC, in cooperation with port authorities, local planning agencies and private operators, should develop a plan for the economic development of ports and waterways.*
- Action 2: The state should complete the baseline cost/benefit or economical development-justified infrastructure needs for existing port authorities.*
- Action 3: The state should provide administrative and planning support to waterways and ports through a coordinated statewide plan.*

Competitive Economy, Issue 3, Strategy 3: The state should maximize waterborne transportation on the Missouri and Mississippi Rivers.

- Action 1: The state should coordinate with the appropriate agencies of the United States, other states and interstate agencies to accomplish necessary river flow regimes that will ensure full-length, full-service navigation seasons on the Missouri and Mississippi Rivers.*

Public Transit and Paratransit Strategies and Actions

Quality of Life, Issue 1, Strategy 3: Public transit and paratransit should be expanded in existing service areas and extended into areas not serviced.

- Action 1: MoDOT should hold local meeting with MPOs, regional planning agencies and all paratransit players to promote coordination and operation of services.*
- Action 2: Surveys should be completed to determine paratransit needs before drastic changes are made in service.*
- Action 3: Light rail should be implemented in Kansas City and St. Louis.*
- Action 4: Transit and paratransit service should be easy to use, responsive to consumer needs, and reasonably available in urban and rural Missouri.*

Quality of Life, Issue 1, Strategy 4: Intercity passenger transportation services should be evaluated and enhanced in corridors where the demand or potential demand warrants.

- Action 1:** *To provide more customer-convenient service, trains should be modernized; the frequency of passenger rail service to cities currently served should be increased where warranted; and new service should be added where warranted.*
- Action 2:** *Motorcoach service and local transit and paratransit services should be coordinated with passenger rail service to the extent practical.*
- Action 3:** *Local public transit and intercity passenger transportation services and modes should be interconnected, and the state should play a role in establishing passenger intermodal transportation terminals.*

Quality of Life, Issue 1, Strategy 5: Policies and decisions which promote and enhance mode choices for travelers should be developed and implemented at the local level.

- Action 1:** *Pedestrian and bicycle needs should be considered in the development of new transportation facilities and construction projects.*

Quality of Life, Issue 2, Strategy 1: MHTC should maintain a safety management system for all modes and report the findings to the public.

- Action 1:** *Establish a data collection and recording system for all modes.*
- Action 2:** *Periodically evaluate the impact of transportation improvements on safety.*
- Action 3:** *Use the results of safety evaluations for future transportation planning.*

Quality of Life, Issue 5, Strategy 1: Transportation policy development should emerge from a partnership of the MHTC, MPOs, local planning agencies, transportation planning groups, transportation users, private industry, local governments, transportation agencies, community organizations and individuals.

- Action 3:** *Design standards for public transit and paratransit should reflect ADA, ADAG, ISTEA and Air Carriers Act requirements.*
- Action 4:** *Public transit organizations should be coordinated at the regional level to provide the most cost-efficient operation.*



Competitive Economy, Issue 1, Strategy 1: Transportation infrastructure should be preserved or upgraded where it makes economic sense or as warranted by safety, environmental or historic considerations..

Action 1: MHTC should maintain comprehensive management systems for all components and modes of transportation.

Competitive Economy, Issue 2, Strategy 1: Aviation and public transit facilities should be developed, maintained or upgraded in order to promote economic development in urban areas.

Competitive Economy, Issue 2, Strategy 4: Mode choice for personal mobility should be recognized as an integral element of state economic development attractiveness.

Action 1: MHTC will work with other state and local agencies to assure a range of transportation modes for commuting purposes so that workers (including potential workers) are not unduly disadvantaged by lack of access to a personal motor vehicle.

Freight Rail Strategies and Actions

Quality of Life, Issue 2, Strategy 1: MHTC should maintain a safety management system for all modes and report the findings to the public.

Action 1: Establish a data collection and recording system for all modes.

Action 2: Periodically evaluate the impact of transportation improvements on safety.

Action 3: Use the results of safety evaluations for future transportation planning.

Quality of Life, Issue 2, Strategy 4: Improvements should be made to railroad grade crossings to enhance safety and reduce congestion on highways and in urban areas.

Action 1: Grade separations should be built.

Action 2: Signals should be upgraded at grade crossings.

Action 3: MHTC should establish a number of rail-highway grade crossings to close each year.

Competitive Economy, Issue 1, Strategy 1: Transportation infrastructure should be preserved or upgraded where it makes economic sense or as warranted by safety, environmental or historic considerations..

Action 1: MHTC should maintain comprehensive management systems for all components and modes of transportation.

Competitive Economy, Issue 2, Strategy 2: International, national, state, regional and local transportation corridors, such as highways, waterways, railways, and airports, should be interconnected where appropriate to enhance economic development.

Action 1: All corridors of regional significance should be enhanced to support economic development.

Action 2: Enhancements through interconnections of highways, ports, transit and rail should be made in order to accommodate regional needs.

Action 3: Intermodal freight transportation terminals should be established.

Action 4: Additional intermodal freight facilities for containerized and non-containerized goods should be constructed.

Intercity Passenger Transportation Strategies and Actions

Quality of Life, Issue 1, Strategy 4: Intercity passenger transportation services should be evaluated and enhanced in corridors where the demand or potential demand warrants.

Action 1: To provide more customer-convenient service, trains should be modernized; the frequency of passenger rail service to cities currently served should be increased where warranted; and new service should be added where warranted.

Action 2: Motorcoach service and local transit and paratransit services should be coordinated with passenger rail service to the extent practical.

Action 3: Local public transit and intercity passenger transportation services and modes should be interconnected, and the state should play a role in establishing passenger intermodal transportation terminals.



Quality of Life, Issue 2, Strategy 1: MHTC should maintain a safety management system for all modes and report the findings to the public.

Action 1: Establish a data collection and recording system for all modes.

Action 2: Periodically evaluate the impact of transportation improvements on safety.

Action 3: Use the results of safety evaluations for future transportation planning.

Quality of Life, Issue 2, Strategy 4: Improvements should be made to railroad grade crossings to enhance safety and reduce congestion on highways and in urban areas.

Action 1: Grade separations should be built where feasible.

Action 2: Signals should be upgraded at grade crossings.

Action 3: MHTC should establish a number of rail-highway grade crossings to close each year.

Quality of Life, Issue 5, Strategy 1: Transportation policy development should emerge from a partnership of the MHTC, MPOs, local planning agencies, transportation planning groups, transportation users, private industry, local governments, transportation agencies, community organizations and individuals.

Action 3: Design standards for public transit and paratransit should reflect ADA, ADAG, ISTEA and Air Carriers Act requirements.

Action 4: Public transit organizations should be coordinated at the regional level to provide the most cost-efficient operation.

Competitive Economy, Issue 1, Strategy 1: Transportation infrastructure should be preserved or upgraded where it makes economic sense or as warranted by safety, environmental or historic considerations.

Action 1: MHTC should maintain comprehensive management systems for all components and modes of transportation.

Competitive Economy, Issue 2, Strategy 4: Mode choice for personal mobility should be recognized as an integral element of state economic development attractiveness.

General

Quality of Life, Issue 2, Strategy 1: MHTC should maintain a safety management system for all modes and report the findings to the public.

Action 1: Establish a data collection and recording system for all modes.

Action 2: Periodically evaluate the impact of transportation improvements on safety.

Action 3: Use the results of safety evaluations for future transportation planning.

Quality of Life, Issue 3, Strategy 1: Missouri's future transportation system should embody principles that ensure that we continue to protect the environment and account for the full costs of transportation decisions that affect air, water and non-renewable resources.

Action 1: MHTC should exercise and advocate transportation planning and decisions that consider and promote attainment of environmental and energy conservation goals and advance the objectives of other federal, state and local environmental and energy use plans.

Action 2: MHTC should exercise and advocate transportation planning and decisions that recognize and reflect the goals of the Clean Air Act and Energy Policy Act that place emphasis upon reducing the rate of growth of vehicle miles of travel (VMT) as a means of reducing air pollution and fuel consumption from the transportation sector.

Action 3: Although transportation projects are customarily planned and designed in accordance with the National Environmental Policy Act, and Environmental Impact Statements are prepared, the MHTC should exercise and advocate transportation planning and decisions that operate from the perspective of enhancing and preserving the natural environment, rather than minimizing damage to the environment.



Quality of Life, Issue 3, Strategy 2: The transportation system should preserve and enhance the scenic and visual character of Missouri's communities and countryside.

Quality of Life, Issue 5, Strategy 1: Transportation policy development should emerge from a partnership of the MHTC, MPOs, local planning agencies, transportation planning groups, transportation users, private industry, local governments, transportation agencies, community organizations and individuals.

Action 1: *The MHTC should have the responsibility to lead the development of multi-modal transportation policy.*

Action 2: *The MHTC should form a special disability advisory committee to provide input on transportation projects and services.*

Quality of Life, Issue 4, Strategy 1: The MHTC should support local planning policies that reduce transportation corridor/development location decision conflicts.

Action 1: *A strong partnership between MHTC and regional and local planning agencies should be developed to improve the transportation/development location decision linkage, reduce congestion and vehicle miles traveled.*

Action 2: *Regional and local planning agencies should adopt a flexible regulatory framework that permits future development patterns to be more energy efficient and provide more choices among transportation modes.*

Action 3: *The MHTC should practice and advocate transportation planning and decisions that recognize and reflect their impact on development location decisions and travel requirements.*

Action 4: *The MHTC should coordinate with other state agencies and other branches of government to encourage the location of public facilities in order to promote and enhance mode choices for employees and visitors.*

Quality of Life, Issue 4, Strategy 2: The state should assist local public officials, civic, business, and economic development leaders, and community leaders to plan and implement local growth strategies which are more efficient in their use of natural and fiscal resources, and which result in patterns of development which require less transportation and other infrastructure.

Competitive Economy, Issue 1, Strategy 1: Transportation infrastructure should be preserved or upgraded where it makes economic sense or as warranted by safety, environmental or historic considerations.

Action 1: *MHTC should maintain comprehensive management systems for all components and modes of transportation.*

Competitive Economy, Issue 2, Strategy 2: International, national, state, regional and local transportation corridors, such as highways, waterways, railways, and airports, should be interconnected where appropriate to enhance economic development.

Competitive Economy, Issue 2, Strategy 4: Mode choice for personal mobility should be recognized as an integral element of state economic development attractiveness.

Competitive Economy, Issue 2, Strategy 5: Missouri's transportation system should use new and emerging technology to make existing and developing transportation systems safer and more efficient.

Action 3: *The state should establish a program to assist employers with the development of telecommunications systems aimed at reducing transportation demands.*

Action 4: *The MHTC should explore opportunities to combine the transportation infrastructure with the telecommunications infrastructure.*



Competitive Economy, Issue 3, Strategy 1: A common, integrated 5/10/20-year planning and programming process should be utilized by MHTC, MPOs, local planning agencies, transit agencies, and port authorities.

Action 1: MHTC should establish performance criteria and publicly report progress toward implementing programs and plans on the 5/10/20-year planning horizon.

Action 2: Before changing future programs, MHTC should clearly identify the criteria which cause the need for modifications to the program.

Competitive Economy, Issue 3, Strategy 2: MHTC, MPOs, local planning agencies, transit agencies, airports and port authorities should prioritize projects based on the following considerations:

Safety improvements

Preservation of the existing system

Capacity or service expansion

Economic development

Effects on the environment

Action 1: The cost-effectiveness of transportation projects should be considered when prioritizing projects.

Competitive Economy, Issue 3, Strategy 4: The state should work with transportation carriers and shippers to identify and pursue common objectives and encourage public-private partnerships.

Action 1: The MHTC should form advisory committees to incorporate the private sector in developing transportation projects

Action 2: A program should be developed that will allow for all licensing, permitting, and registration to be conducted through a single source.

Competitive Economy, Issue 3, Strategy 5: The state should coordinate its efforts to promote the usage of Missouri's transportation network, with emphasis on underutilized modes vital to increasing the state's commerce.

Action 1: *The state should provide administrative support and planning support for the marketing of Missouri's integrated transportation network.*

Action 2: *The state should provide businesses that may consider locating or expanding in Missouri information regarding the various modes of transportation available and the facilities available to integrate those modes.*

Intermodal

Quality of Life, Issue 1, Strategy 4: Intercity passenger transportation services should be evaluated and enhanced in corridors where the demand or potential demand warrants.

Action 2: *Motorcoach service and local transit and paratransit services should be coordinated with passenger rail service to the extent practical.*

Action 3: *Local public transit and intercity passenger transportation services and modes should be interconnected, and the state should play a role in establishing passenger intermodal transportation terminals*

Quality of Life, Issue 5, Strategy 1: Transportation policy development should emerge from a partnership of the MHTC, MPOs, local planning agencies, transportation planning groups, transportation users, private industry, local governments, transportation agencies, community organizations and individuals.

Action 1: *The MHTC should have the responsibility to lead the development of multi-modal transportation policy.*



Competitive Economy, Issue 2, Strategy 2: International, national, state, regional and local transportation corridors, such as highways, waterways, railways, and airports, should be interconnected where appropriate to enhance economic development.

Action 2: Enhancements through interconnections of highways, ports, transit and rail should be made in order to accommodate regional needs.

Action 3: Intermodal freight transportation terminals should be established.

Action 4: Additional intermodal freight facilities for containerized and non-containerized goods should be constructed as needed.

Competitive Economy, Issue 3, Strategy 2: MHTC, MPOs, local planning agencies, transit agencies, airports and port authorities should prioritize projects following considerations:

Safety improvements

Preservation of the existing system

Capacity or service expansion

Economic development

Effects on the environment

Action 2: MHTC and MPOs should increase the priorities of projects which involve intermodal connections.

ECONOMIC DEVELOPMENT IMPACTS OF MISSOURI'S UNFUNDED TRANSPORTATION NEEDS

The Missouri Total Transportation Commission is charged with developing a vision and strategies for improving all transportation services and facilities in the State. In May, 1997, a first draft of the Total Transportation Needs Assessment and Resource Gap Analysis was developed which provided a general assessment of total needs, existing resources and funding shortfalls by transport mode. The needs assessment and resource gap analysis built upon the various plans and programs prepared by MoDOT, transit agencies, metropolitan planning organizations, as well as other planning and implementing agencies that appropriately identified the needs of Missouri's entire transportation system.

This analysis builds upon the prior work and explores the potential economic development impacts associated with funding the identified shortfall between existing funding and total investment needs. The analysis is not a benefit/cost analysis that explores the efficiencies of the proposed investment. Rather, the analysis estimates how the additional construction and operation of the proposed improvements will impact the State's economy.

Description of the Economic Model

To estimate the economic ramifications of financing Missouri's unfunded transportation needs, an econometric model of Missouri's economy was used. The "REMI" set of models are private sector models owned by Regional Economic Models, Inc. of Amherst, Massachusetts. The current standard REMI model is the Economic and Demographic Forecasting and Simulation 53 Sector (EDFS-53) model. The EDFS-53 model is used to forecast and simulate policy changes on the national, state and regional level.

This model package, which has been applied to numerous transportation corridor investment evaluations across the country, has the advantage that it is dynamic. The model calculates the economic development benefits resulting from a given transportation project over time; taking into account expected economic cycles, migrational lag times, and other economic fluctuations that cannot be measured with a static model. The result of the REMI modeling technique is a representation of a state economy that predicts demand and supply across 53 sectors, 94 occupations, 25 final-demand sectors as well as 202 age and sex cohorts.

How Transportation Improvements Benefit the State Economy

Transportation system enhancements are a means of improving economic opportunities, quality of life and ultimately personal income. These economic development opportunities are realized in three ways:



- **Direct User Benefits** - Any feasible transportation improvement (roads, rail, sea or air) creates direct benefits to those using the facility. Those direct benefits include ease of access, reduced travel times and travel costs, as well as improved safety.

The direct user benefits lead to monetary benefits for both users and non-users of the improved transportation facility. For affected businesses, the changes in labor market access, cost of obtaining production inputs and the cost of supplying finished products result in changes in product cost, product quality and product availability. For affected residents, the transportation improvements result in reduced costs for buying goods or services, improved wage rates, as well as improved variety of work and recreational activities associated with better accessibility. Figure 1 presents a sequential flow of the activities involved in moving from the transportation improvement to the economic development benefits resulting from that improvement.

- **Induced User Benefits** - The spending and respending of the monetary benefits then create additional or induced economic benefits. The induced economic benefits include business growth for suppliers, added services required for new workers, shifts in both population and business location patterns, as well as the general multiplier effect as the initial investment filters through the economy.
- **Construction and Maintenance Spending Benefits** - In addition to the direct and induced benefits associated with user benefits, the initial construction investment, as well as ongoing maintenance expenditures, create both direct and induced economic development benefits.

Transportation system enhancements also create a drag on the economy as revenue from either personal or corporate taxation becomes necessary. A tax, either directly or indirectly, creates a reduction in personal income, reduced expenditures on non-essential goods or services and reduced business profits. This analysis is unchanged whether user (gasoline), sales, or income taxes provide the needed revenues.

Measuring the Expected Economic Benefits

To measure the improved economic opportunity, as well as the implications of additional taxation, three scenarios were developed for analysis. The three scenarios include measuring economic development implications of construction benefits only, construction benefits and additional taxes, as well as construction benefits, additional taxes and user benefits. The following sections and Figures 2 and 3 present the results of this analysis.

Figure 1
How Transportation Improvements
Impact Economic Development

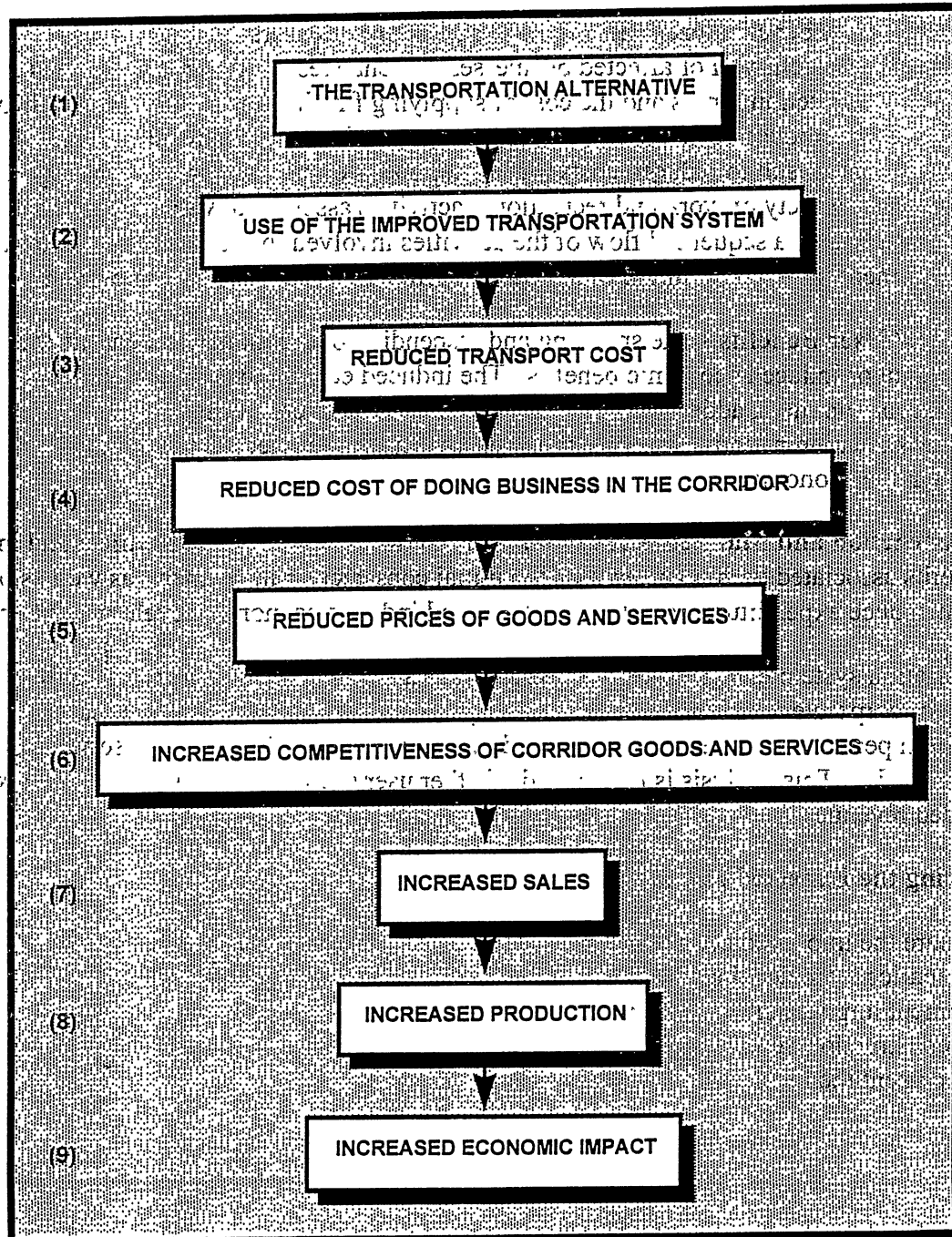
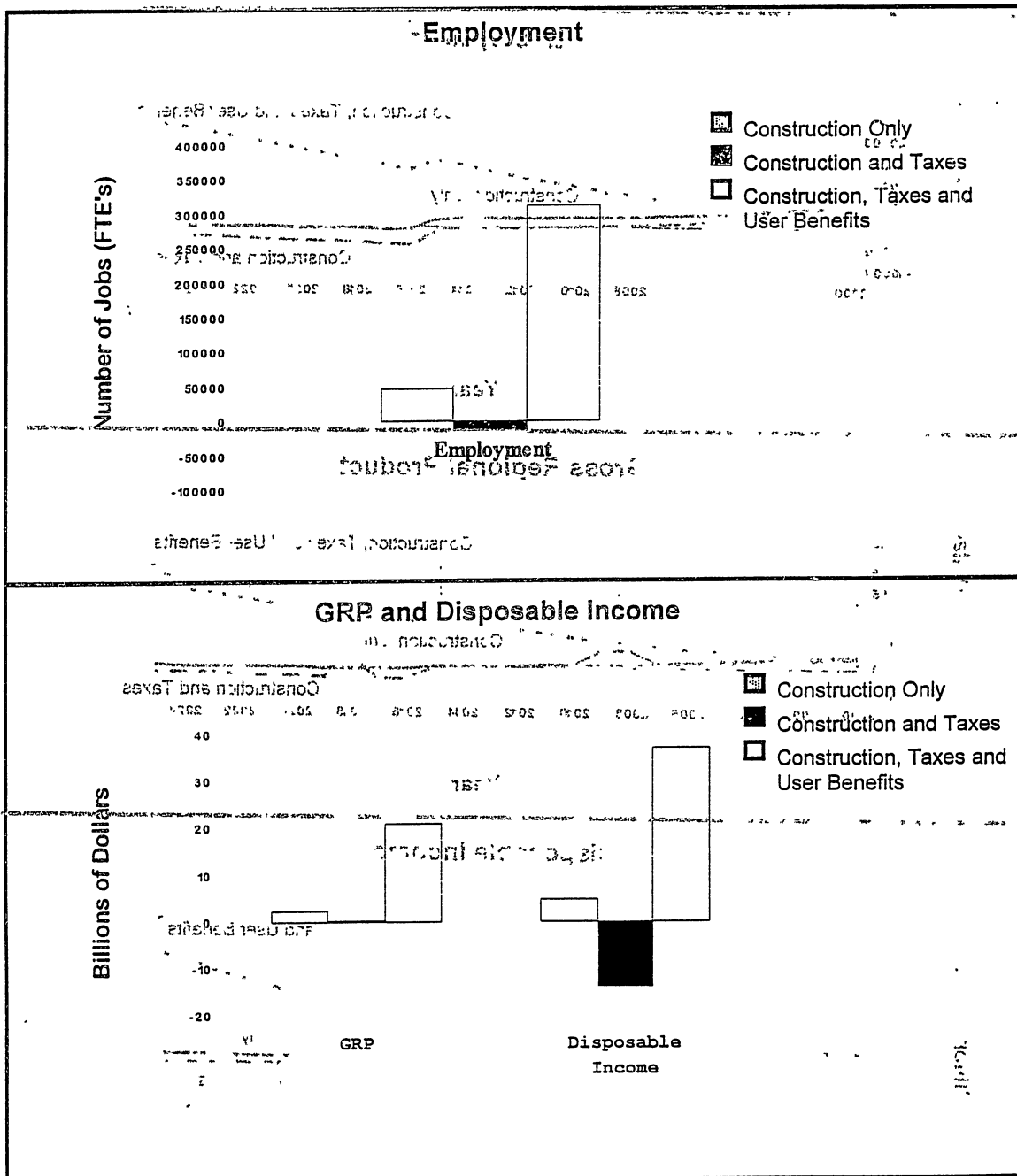


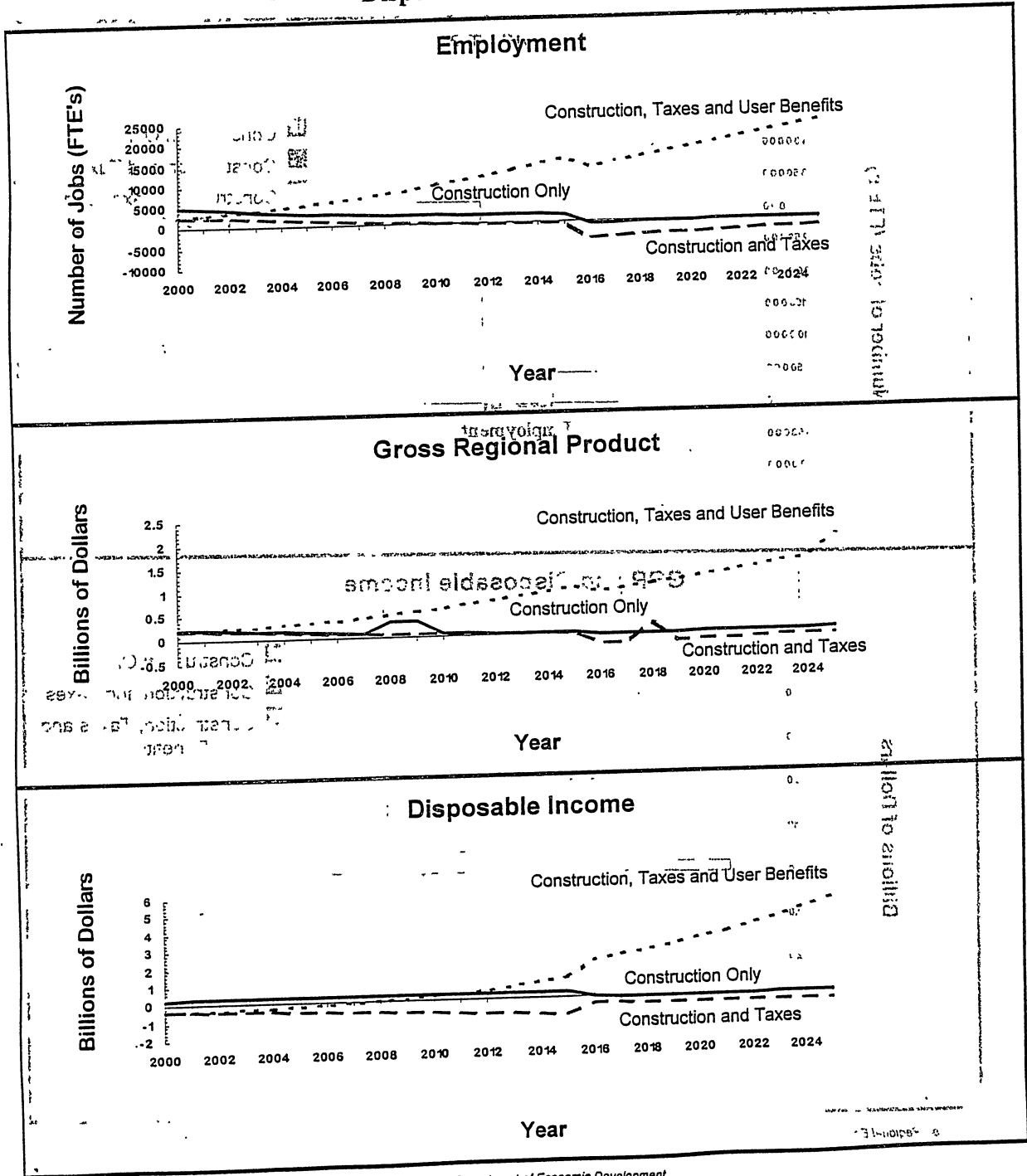
Figure 2
Total Change in Employment, Gross Regional Product and
Disposable Personal Income, 2000-2025



Source: Regional Economic Models, Inc; Wilbur Smith Associates; Missouri Department of Economic Development

Economic Development Impacts

Figure 3
Change in Employment, Gross Regional Product and
Disposable Income, 2000-2025



Source: Regional Economic Models, Inc.; Wilbur Smith Associates; Missouri Department of Economic Development



Scenario 1: Construction Benefits Only

A decision to finance the currently unfunded transportation needs will create direct economic benefits for the transportation industry. The Resource Gap Analysis completed by the Missouri Total Transportation Commission estimated that approximately \$13 billion would be injected into the transportation industry between the years 2000 and 2015. The large investment would also spill over to transportation industry suppliers and to area wholesale, retail, and service industries.

The construction benefits were input into the REMI model based on the modal breakdown developed in the Resource Gap Analysis. The breakdown included 82.3% into new highways, maintenance and repair, construction, as well as engineering services; 0.7% in water transport; 10.0% in intracity bus transport; 0.7% in commuter/passenger rail; 0.1% in rail freight transport; 1.4% in aviation transport; and 4.8% in contingency spending.

Looking at construction benefits only, the REMI econometric model estimates (Table 1) that funding the unfunded transportation needs will create an addition to the gross regional (Missouri) product of \$2.25 billion. The total disposable (after tax) personal income will increase by \$4.71 billion and the total employment will increase by 46,975.

Scenario 2: Construction Benefits and Additional Taxes

While financing the unfunded transportation needs creates economic development benefits for the transportation and other related industries, paying for the additional transportation projects will result in a reduction in the total available disposable income. Based on existing state and federal funding match formulas, it was estimated that approximately sixty-three percent of the construction cost will be paid by the citizens of Missouri.

As Table 1 indicates, the net effect of taxing the citizens of Missouri to fund the unfunded transportation needs, assuming no user benefits, creates a net reduction in gross regional product, total disposable income and total employment. In effect, the gains in the construction industry are offset by an across the board economic reduction in all industrial sectors due to reduced disposable income.

Scenario 3: Construction Benefits, Additional Taxes and User Benefits

The final scenario incorporates the direct benefits of construction and the negative impact of taxation with the user benefits resulting from an improved transportation facility. This scenario most accurately reflects the potential economic development benefits resulting from financing the unfunded transportation needs.

User benefits were incorporated into the REMI model as increased tourism expenditures, increased competitive position for existing and new businesses, and increased disposable income. Tourism

Economic Development Impacts

benefits include increased expenditures on roadside services (hotels, gas stations and restaurants), general retail and tourist attractions. Approximately 20 percent of the user benefits were input into these tourist related industries.

Competitive position benefits include improved efficiencies to existing and new businesses resulting from reduced transportation costs (Figure 1). Approximately 60 percent of the user benefits were input into all 54 industrial sectors based on percent of total output.

Increases in personal disposable income would result from reduced vehicle operating costs, reduced insurance rates, reduced prices for goods and services, and better access to employment opportunities. The remaining 20 percent of the user benefits were input directly into the REMI model.

The REMI model estimates that incorporating the user benefits offsets the negative impact of taxation and creates economic benefits greater than the Construction Only scenario. As Table 1 indicates, financing the unfunded transportation needs creates an additional \$20.9 billion in gross regional product, \$37.0 billion in disposable income and an additional 311,500 jobs over the twenty-five year period between years 2000 and 2025.

Scenario 3: Construction Benefits and Additional Taxes

Table 1
TOTAL ECONOMIC DEVELOPMENT BENEFITS OF UNFUNDED NEEDS
GRP, Disposable Income and Employment, 2000 - 2025
(\$ Million, except Employment)

	Construction Cost	Gross Regional Product	Disposable Income	Change in Employment
Construction Only	12,989	2,250	4,710	47,000
Construction and Taxes	12,989	32	-13,870	-13,639
Construction, Taxes and User Benefits	12,989	20,940	36,970	311,500

Note: Construction costs have been inflated 4.5% per year. GRP and Disposable Income are in constant \$1997.

Source: Regional Economic Models, Inc.; Wilbur Smith Associates

The final scenario incorporates the direct benefits of the construction costs and the indirect benefits of the construction costs. This scenario most accurately reflects the potential benefits of the construction costs.

benefits were

positive



Summary

Gross regional product most accurately reflects the true economic development benefits the state of Missouri should expect from financing the unfunded transportation needs. While it is important to remember that this report is not a detailed benefit-cost analysis, the results indicate that investing an additional \$13 billion in transportation improvements over the 16-year life of the program, would create approximately \$20.9 billion in economic development benefits in current dollars. These economic development benefits would take the form of improved wage rates, increased disposable income and better access to markets and employment opportunities. In other words, every dollar spent on Missouri's transportation system would result in a \$2.39 increase in Missouri's economic activity (gross regional product).

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